






The Alaskan Way Viaduct & Seawall Replacement Program



Central Waterfront

Seattle City Council
May 4, 2009

Speaker - POWERS

- Thank you for inviting us here today to provide information about the environmental process for the Alaskan Way Viaduct replacement.

Legislative Update

ESHB 5768:

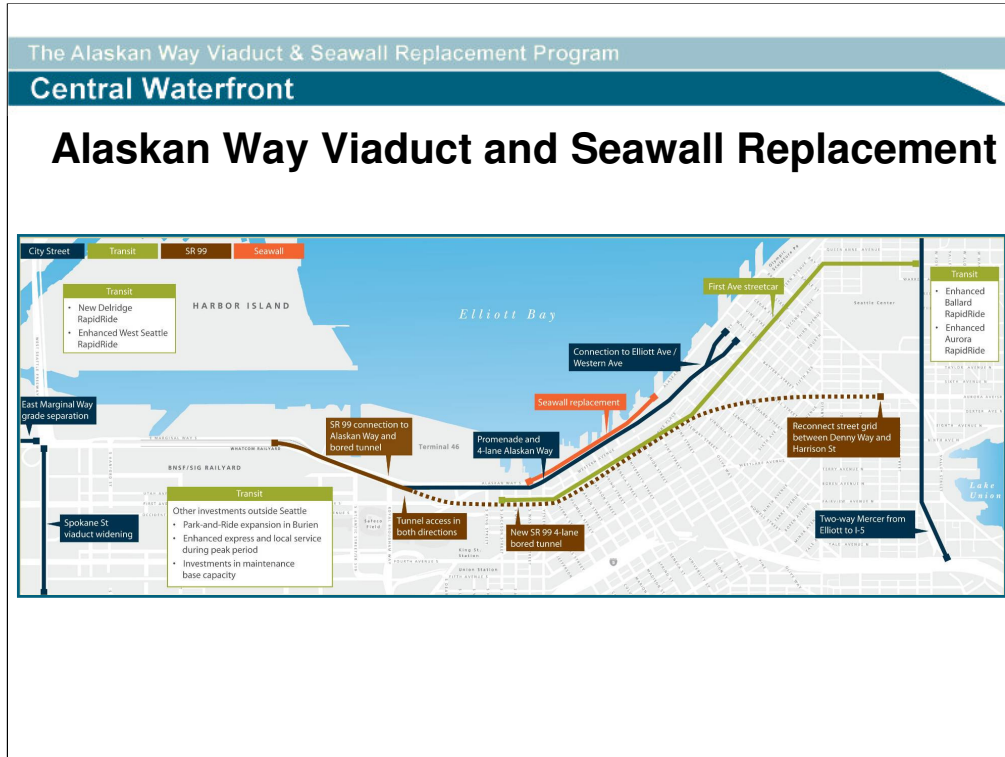
- Identifies the bored tunnel as the final design for replacing the Alaskan Way Viaduct
- States that state funding is not to exceed \$2.4 billion and could not include more than \$400 million in tolling revenue.
- Establishes a single source of accountability for multiple components of the replacement project
- Requires updated cost estimates and tolling revenue estimates to the legislature and governor by January 2010
- Clibborn Amendment, included in final passage: Any costs over the \$2.8 billion committed by the state must be paid by Seattle property owners
- Passed the Washington State Legislature on April 24, 2009

SPEAKER - PAANANEN

As you know, the Washington State Legislature recently passed legislation identifying the bored tunnel as the replacement of the Alaskan Way Viaduct.

A few key points of the legislation are:

- Identifies the bored tunnel as the final design for replacing the Alaskan Way Viaduct
- States that state funding is not to exceed \$2.4 billion and could not include more than \$400 million in tolling revenue.
- Establishes a single source of accountability for multiple components of the replacement project
- Requires updated cost estimates and tolling revenue estimates to the legislature and governor by January 2010
- Clibborn Amendment, included in final passage: Any costs over the \$2.8 billion committed by the state must be paid by Seattle property owners
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Speaker - PAANANEN

- This map shows the different components of the bored tunnel hybrid alternative which work hand in hand with the deep bored tunnel to move people and goods.
- The state, county and city departments of transportation will closely coordinate implementation of the bored tunnel hybrid alternative. Each agency will:
 - Complete required design and environmental work.
 - Secure funding.
 - Start construction.
- The environmental analysis will take a comprehensive look at the bored tunnel hybrid alternative as a whole and how the transportation system – including the components of the bored tunnel hybrid alternative - functions.
- Some of the components of the alternative will require further, more detailed analysis in the future.

Environmental Process

- Preparing a Supplemental Draft Environmental Impact Statement (SDEIS)
- Co-leads: FHWA, WSDOT, City of Seattle



Speaker - PAANANEN

- The environmental process is being streamlined in order to begin construction in 2011 and open the tunnel to drivers in 2015.
- A second SDEIS will be prepared to analyze the environmental effects of the bored tunnel hybrid alternative.
- King County is committed to the bored tunnel hybrid alternative and the tri-agency process, however it is unclear at this time what level of involvement they will have with the SDEIS.

Environmental Process

- **The SDEIS will:**
- Build on previous environmental analysis
- Include an updated purpose and need statement that reflects guiding principles
- Comply with National Environmental Policy Act and State Environmental Policy Act
- Evaluate the bored tunnel and other program elements



Speaker - PAANANEN

- The second SDEIS builds on previous environmental analysis and complies with the National Environmental Polity Act.
- The purpose and need statement will be updated to reflect the guiding principles and the collaborative process that led to the bored tunnel hybrid alternative recommendation.

Central Waterfront

Bored Tunnel SDEIS Approach

Items included in the Program Level analysis	SDEIS Project Level Analysis	POST EIS Project Level Analysis
Bored tunnel and portals	X	
Viaduct removal	X	
Battery Street Tunnel	X	
Alaskan Way surface street		X
Transit		X
Mercer Underpass and 6 th Avenue	X	
Other surface street improvements		X
Waterfront promenade		X
Seawall		X

Speaker - PAANANEN

- A thorough environmental analysis will be conducted for each element included in the SDEIS, listed in the left hand column.
- The middle column identifies those projects that will receive a project level analysis as part of the SDEIS which will allow the Federal Highway Administration to issue a record of decision for those elements and allow us to meet our delivery schedule.
- The rest of the bored tunnel hybrid alternative, identified in column three with an “x” will be studied at a more general degree in the SDEIS. These elements will require separate project level analysis that would be finalized after the EIS and ROD for the bored tunnel are final.
- All comments from the previous draft and supplemental draft environmental impact statements will be included and responded to in the final EIS as part of the environmental record.

NOTE: The Mercer project level boundaries are Dexter to 5th. The 6th Avenue boundaries are Mercer to Harrison

Environmental Analysis

- Air quality
- Traffic
- Aquatic Resources
- Water Quality/Stormwater
- Economics
- Noise and vibration
- Historic/archaeological
- Land use
- Visual quality
- Construction effects



Speaker - PAANANEN

- This is a short list of the types of analysis and the various environmental effects that will be studied in the second supplemental draft EIS.

NOTE: Project level = detailed analysis for all disciplines. Program level = will require further analysis once the bored tunnel EIS is complete.

City of Seattle Environmental Process

Alaskan Way surface street and promenade

- The City will lead waterfront planning, design and environmental review:
 - Roadway design, including Elliott/Western Connection
 - Parking
 - Waterfront promenade and open space
 - Utility relocation

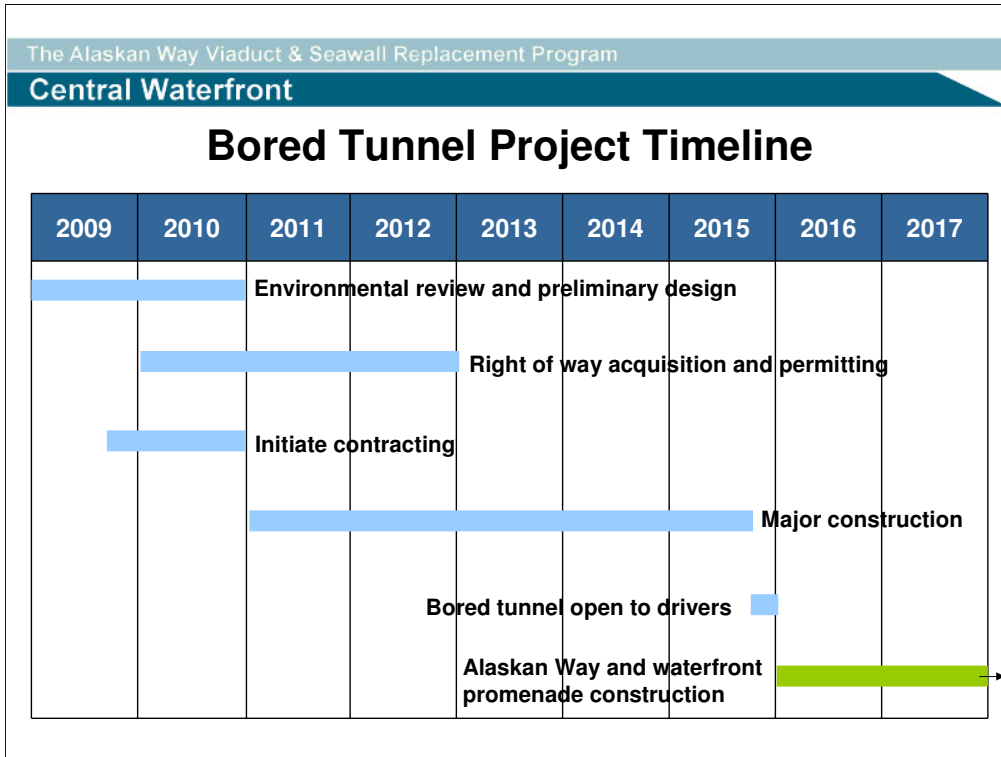
Seawall repair or replacement

- The City and Corps of Engineers will lead planning, design and environmental review:
 - Habitat enhancement

Speaker - POWERS

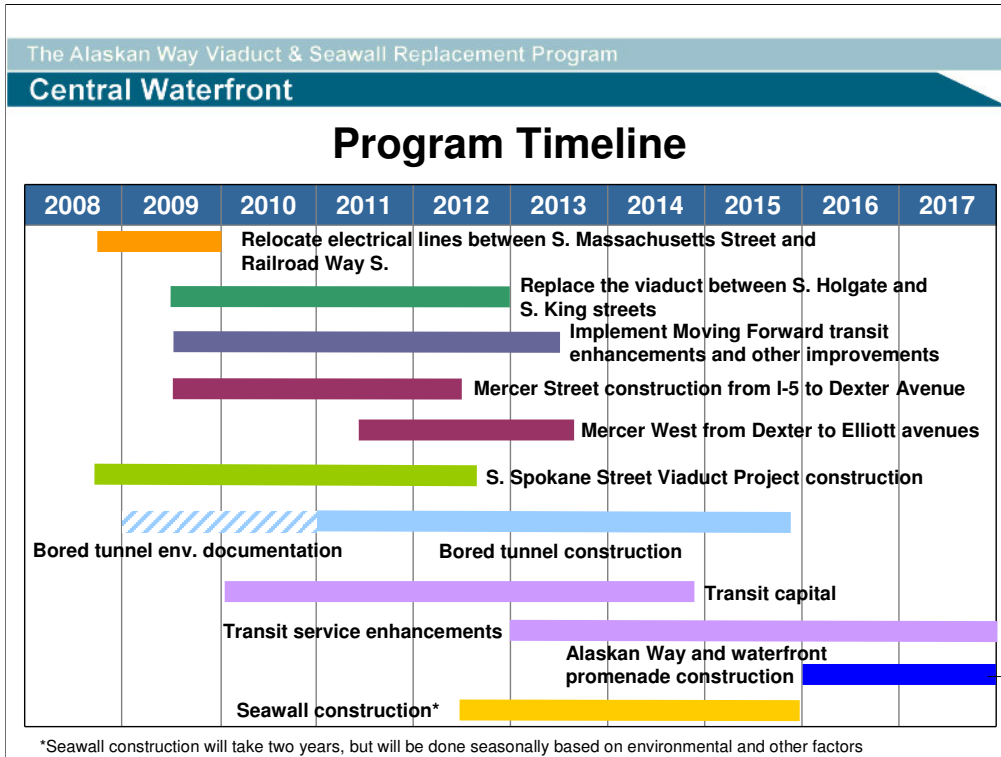
- The City of Seattle will adopt the SDEIS with the understanding that additional environmental analysis would be required to move forward with construction.
- Based on conversations we've had with City staff, these are the areas where the City will lead the environmental process.
- The Alaskan Way Surface Street and Promenade work extends from King to Battery.

NOTE: Mercer West is a city project between 5th and Elliott that the city will lead in planning, design and environmental review.



Speaker - PAANANEN

- For the bored tunnel, we expect to 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.
- Some of the major sequences of events include:
 - Begin boring the tunnel in 2011
 - Demolition of the existing viaduct in XXXX
 - Construction of the new Alaskan Way and promenade beginning in 2016



Speaker - POWERS

- 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 to Dexter and Spokane Street projects will be completed in 2012.

Stakeholder Working Groups

- Three working groups, representing geographical areas of the project:
 - North Portal Working Group
 - Central Waterfront Working Group
 - South Portal Working Group
- Approximately 22-25 members in each working group
- Members represent freight, business, neighborhood, environmental and special interests.
- Will provide comment and feedback related to specific project elements

Speaker – POWERS

- Modeled on the positive work from the Alaskan Way Viaduct Stakeholder Advisory Committee that met throughout 2008, we've developed three stakeholder working groups to continue to provide comments and feedback to the agencies as we move forward with the program.
- The three working groups, represent geographical areas of the project:
 - North Portal Working Group
 - Central Waterfront Working Group
 - South Portal Working Group
- There will be approximately 22-25 members in each working group
- The working group members represent freight, business, neighborhood, environmental and special interests.
- Will provide comment and feedback related to specific project elements, we will be giving some examples of those elements in the following slides.
- It is important to note that the three working groups are in addition to an ongoing and robust public outreach and involvement process.
- In 2009, the team has already attended over 50 public meetings, held over 20 briefings with elected officials/agencies, held a viaduct site tour and has continued with quarterly community open houses.
- We will continue to reach out to groups to provide updates as well as plan and attend community events.

North Portal Working Group

Potential Topic Areas:

- Access and connections, including freight movement
- Urban design
- Bicycle, pedestrian and transit enhancements
- Portal location
- Construction
- Environmental Process
- Mercer Street improvements

Insert graphic

Speaker – POWERS

- The north portal working group will hold the first of their meetings later this week.
- The first meeting will begin discussions on the environmental process and context issues regarding design of the north portal.
- Members will also be given an opportunity to provide feedback on what components and aspects are important to them and the group they represent.
- Other potential topic areas the group might cover are:
 - Access and connections, including freight movement
 - Urban design
 - Bicycle, pedestrian and transit enhancements
 - Portal location
 - Construction
 - Environmental Process
 - Mercer Street improvements

Central Waterfront Working Group

Potential Topic Areas:

- Access and connections
- Elliott and Western connection
- Alaskan Way configuration
- Bicycle, pedestrian and transit enhancements
- Seawall replacement
- Construction
- Environmental Process



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- The central waterfront working group will hold the first of their meetings later in May.
- The first meeting will begin discussions on the environmental process and initial conversations on the configuration of the new Alaskan Way.
- Members will also be given an opportunity to provide feedback on what components and aspects are important to them and the group they represent.
- This group will discuss many potential topics, but it will not get into discussions regarding how to use the new open space that will be created when the viaduct is taken down. Planning and design of the waterfront promenade will be part of a later design phase and the details of how that will move forward are still being worked out. They will discuss:
 - Access and connections
 - Elliott and Western connection
 - Alaskan Way configuration
 - Bicycle, pedestrian and transit enhancements
 - Seawall replacement
 - Construction
 - Environmental Process

South Portal Working Group



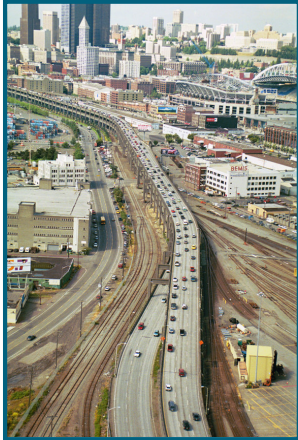
Potential Topic Areas:

- Access and connections, including freight movement
- Portal location
- Urban design
- Bicycle, pedestrian and transit enhancements
- Construction
- Environmental Process
- Spokane Street Viaduct improvements

Speaker – POWERS

- The south portal working group will hold the first of their meetings later this week.
- The first meeting will begin discussions on the environmental process and context issues regarding design of the portal.
- Members will also be given an opportunity to provide feedback on what components and aspects are important to them and the group they represent.
- Other potential topic areas the group might cover are:
 - Access and connections, including freight movement
 - Portal location
 - Urban design
 - Bicycle, pedestrian and transit enhancements
 - Construction
 - Environmental Process
 - Spokane Street Viaduct improvements

Alaskan Way Viaduct and Seawall Replacement Program



Follow our progress: www.alaskanwayviaduct.org

Speaker - POWERS

- Thank you for your time today. Are there any questions?