The Alaskan Way Viaduct & Seawall Replacement Program

Central Waterfront

99 Corridor Coalition

March 26, 2009

U.S. Department of Transportation Federal Highway Administration

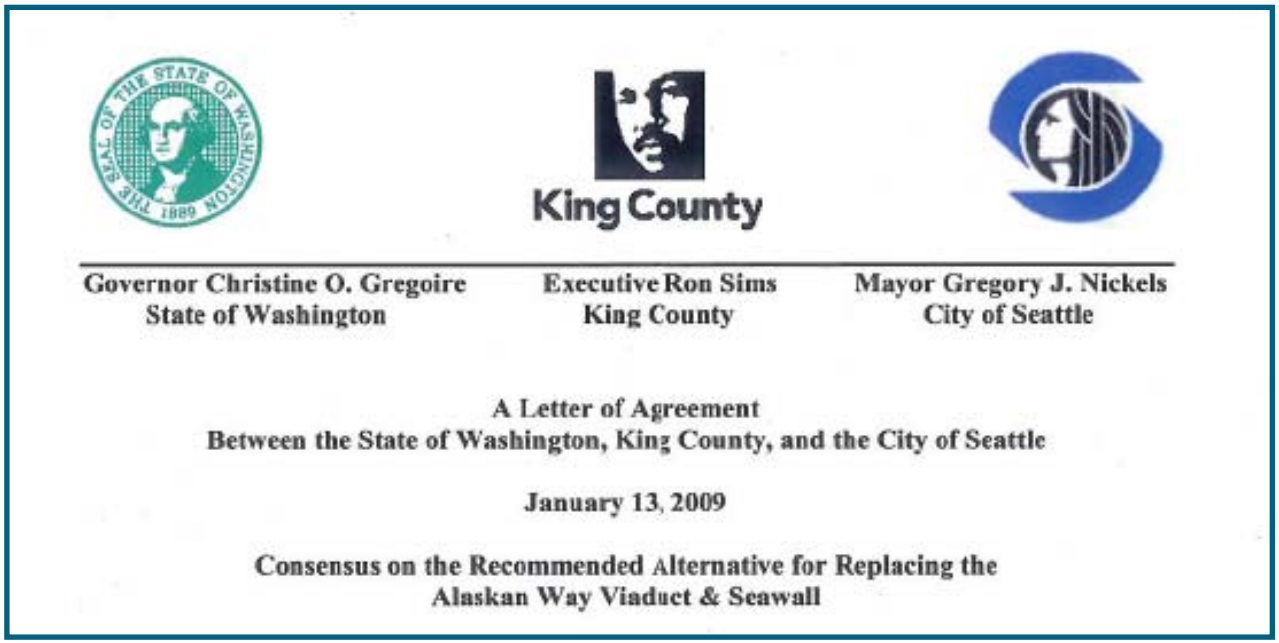
WSDOT

King County

City of Seattle

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.



King County

Governor Christine O. Gregoire
State of Washington

Executive Ron Sims
King County

Mayor Gregory J. Nickels
City of Seattle

A Letter of Agreement
Between the State of Washington, King County, and the City of Seattle

January 13, 2009

Consensus on the Recommended Alternative for Replacing the
Alaskan Way Viaduct & Seawall

What's New Since January 13?

Since the tri-agency announcement on January 13:

- Senate Bill 5768 was passed with direction to research and report out on tolling in January, 2010.
- The program team briefed more than 30 community groups, held two open houses, participated in one Ballard forum, and hosted one public viaduct tour.
- The program team briefed more than 17 individual elected officials.
- The House reviewed Senate Bill 5768 on March 18, 2009.

What's New Since January 13?

Since the tri-agency announcement on January 13:

- WSDOT hosted a three-day tunnel contracting workshop and invited tunneling experts from around the world to provide lessons learned and discuss issues to consider in the construction contracts.
- Legislators did not provide economic stimulus money to fund the Spokane or Mercer Street projects.
- King County Metro announced a $100 million shortfall.
- Program engineers continue to evaluate and adjust the bored tunnel alignment and are considering portal locations and details.
- Discussions of what is included in the environmental documentation have begun with the agencies and local experts reviewing options.

Tunneling in Seattle Soils

Numerous tunnel machines, including several in Seattle, have successfully excavated ground conditions similar to those anticipated. Over 150 tunnels have been constructed in Seattle since 1890, mostly in glacial soils. Examples include:

- Sound Transit Beacon Hill:
  - Glacial sand, silt, clay and till up to 160-ft depth.
  - Soils were similar to the hard/dense soils along most of proposed alignment.
- Denny Way CSO:
  - Glacial sand, silt, clay and till up to 160-ft depth.
  - Soils were similar to hard/dense soils along most of proposed alignment.


How Northwest Seattle will access the Bored Tunnel
NW MARKET ST
Ballard
LEARY WAY NW
N 46TH ST
Fremont
EMERSON ST
N 39TH ST
NICKERSON ST
DRAVUS ST
15TH AVE NW
Magnolia
Queen Anne
MAGNOLIA BRIDGE
ELLIOTT AVE
Two-way Mercer St
99
WESTLAKE AVE N
DEXTER AVE
Access to/from SR 99 at Mercer Corridor
MERCER ST
Seattle Center
Uptown
New Two-way Mercer St
DENNY WAY
2ND AVE
WESTERN AVE
5TH AVE
PIKE ST
Bored Tunnel
ALASKAN WAY
5
YESLER WAY
JACKSON ST
99
519
90
Mercer / Elliott Route
Aurora Avenue North Routes
Westlake and Dexter Routes
02/11/2009

New Two-way Mercer Corridor

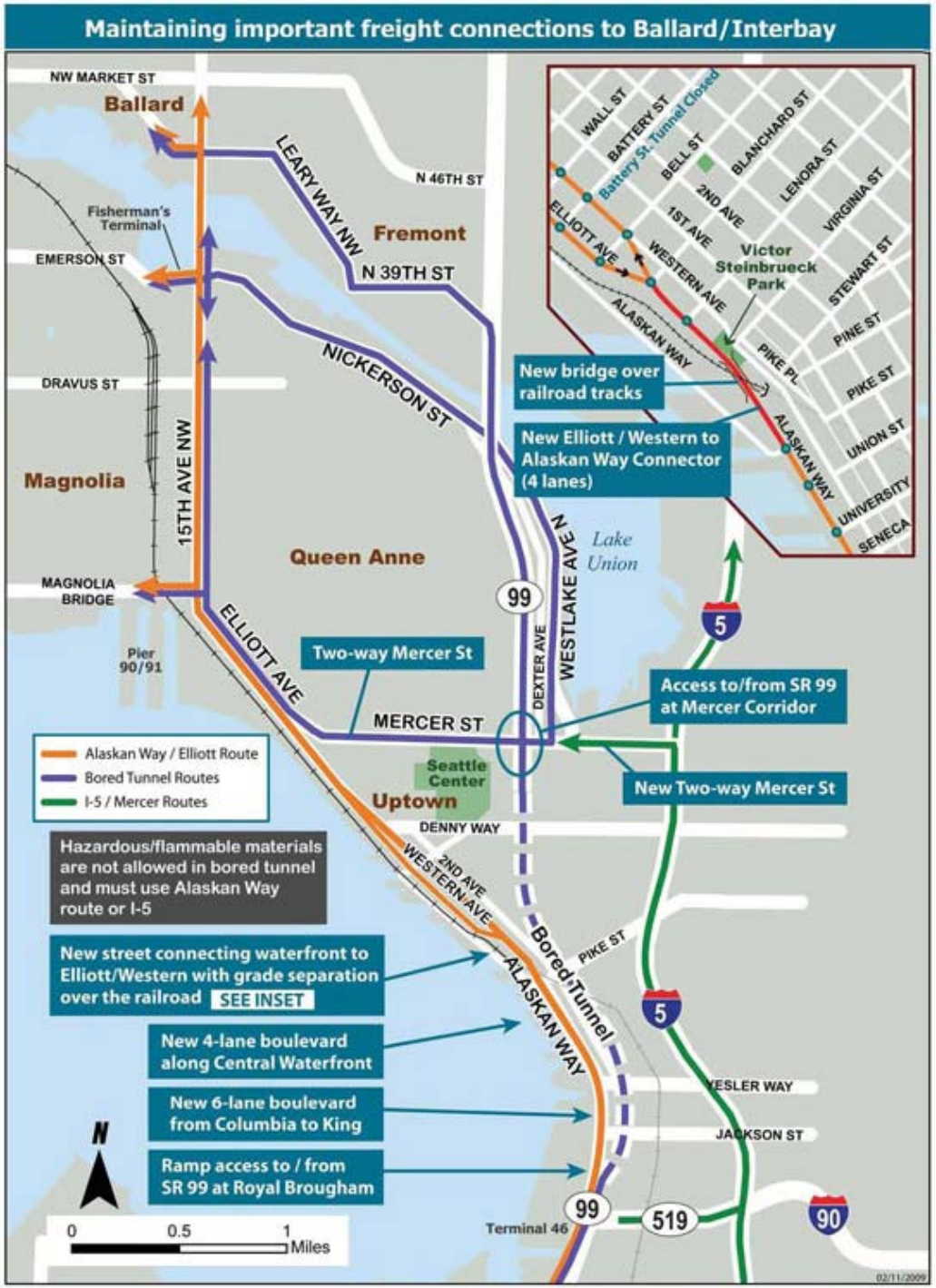
SR 99 bored tunnel – North portal objectives

1. Create two connection points from SR 99 to local streets:
   - One north of Mercer Street (possibly at Roy Street).
   - One south of Mercer Street (between Thomas and Republican streets).
     - Connections will maintain accessibility to northwest Seattle neighborhoods.
2. Continue to have access to downtown from Aurora Avenue:
   - Currently, this access is via ramps at Denny Way.
   - Downtown access may or may not remain at Denny Way.
3. Create three crossings over Aurora Avenue for local connections:
   - Crossings would be at John, Thomas and Harrison streets.
   - Dependent on connections on and off Aurora Avenue.

Connections to Elliott and Western avenues

- Road grades will be similar to what they are today with improved connections to the new Alaskan Way at Elliott and Western avenues.
  - Elliott Avenue connection to new Alaskan Way will be approximately 6 percent.
  - Viaduct's existing on-ramp at Elliott Avenue is 6.3 percent.
- Bored tunnel will have 5 percent grade.
- Tunnel ramps are expected to have grades between 5 and 7 percent.


New Transit Connections to Downtown from Northwest Seattle
NW MARKET ST
Ballard
LEARY WAY NW
N 46TH ST
Fremont
EMERSON ST
N 39TH ST
NICKERSON ST
DRAVUS ST
Magnolia
Aurora RapidRide
Queen Anne
MAGNOLIA BRIDGE
ELLIOTT AVE
Ballard/Uptown RapidRide
MERCER ST
Seattle Center
Uptown
WESTERN AVE
1ST AVE
Elliott Bay
Central Streetcar Line
Boren Tunnel
DENNY WAY
PIKE ST
ALASKAN WAY
DEXTER AVE
WESTLAKE AVE N
Lake Union
South Lake Union Streetcar
Link Light Rail in tunnel to U District and Northgate
BROADWAY
First Hill Streetcar Line
YESLER WAY
JACKSON ST
Link Light Rail to Airport
What is RapidRide?
• Very frequent, all-day service (6-10 minutes peak, 10-12 minutes, mid-day, 10-20 minutes night)
• Transit lanes and signal priority
• Low-floor buses for faster loading
• Wider stop spacing
Link Light Rail Stations
Key Transfer Points
N
0
0.5
1
Miles
5
99
519
90
02/12/2009


Maintaining important freight connections to Ballard/Interbay
NW MARKET ST
Ballard
LEARY WAY NW
N 46TH ST
Fremont
Fisherman's Terminal
EMERSON ST
N 39TH ST
NICKERSON ST
DRAVUS ST
15TH AVE NW
Magnolia
Queen Anne
MAGNOLIA BRIDGE
Pier 90/91
ELLIOTT AVE
Lake Union
99
WESTLAKE AVE N
DEXTER AVE
Two-way Mercer St
MERCER ST
Seattle Center
Uptown
DENNY WAY
2ND AVE
WESTERN AVE
ALASKAN WAY
Bored Tunnel
PIKE ST
YESLER WAY
JACKSON ST
Terminal 46
519
90
5
Alaskan Way / Elliott Route
Bored Tunnel Routes
I-5 / Mercer Routes
Hazardous/flammable materials are not allowed in bored tunnel and must use Alaskan Way route or I-5
New street connecting waterfront to Elliott/Western with grade separation over the railroad SEE INSET
New 4-lane boulevard along Central Waterfront
New 6-lane boulevard from Columbia to King
Ramp access to / from SR 99 at Royal Brougham
N
0
0.5
1
Miles
New bridge over railroad tracks
New Elliott / Western to Alaskan Way Connector (4 lanes)
Access to/from SR 99 at Mercer Corridor
New Two-way Mercer St
WALL ST
BATTERY ST
Battery St. Tunnel Closed
BELL ST
BLANCHARD ST
LENORA ST
VIRGINIA ST
STEWART ST
PINE ST
PIKE ST
UNION ST
UNIVERSITY
SENECA
2ND AVE
1ST AVE
ELLIOTT AVE
WESTERN AVE
ALASKAN WAY
Victor Steinbrueck Park
PIKE PL
02/11/2009


Access from West Seattle to Downtown
Lake Union
ELLIOTT AVE
99
MERCER ST
Seattle Center
Uptown
5
Elliott Bay
BROAD ST
DENNY WAY
WESTERN AVE
ELLIOTT AVE
Belltown
Bored Tunnel
PIKE ST
New street connecting waterfront to Elliott/Western with grade separation over the railroad
Downtown
SPRING ST
MARION ST
New 4-lane boulevard along Central Waterfront
ALASKAN WAY
New 6-lane boulevard from Columbia to King
Pioneer Square
YESLER WAY
S JACKSON ST
N
QWEST Field
Ramp access to / from SR 99 at Royal Brougham
Safeco Field
519
90
Freeway / Limited Access
Surface Arterial Street
0
0.5
1
Miles
99
1ST AVE
4TH AVE
5
ADMIRAL WAY
WEST SEATTLE BRIDGE
FAUNTLEROY WAY
DELRIDGE WAY
New off-ramp to Fourth Avenue S.

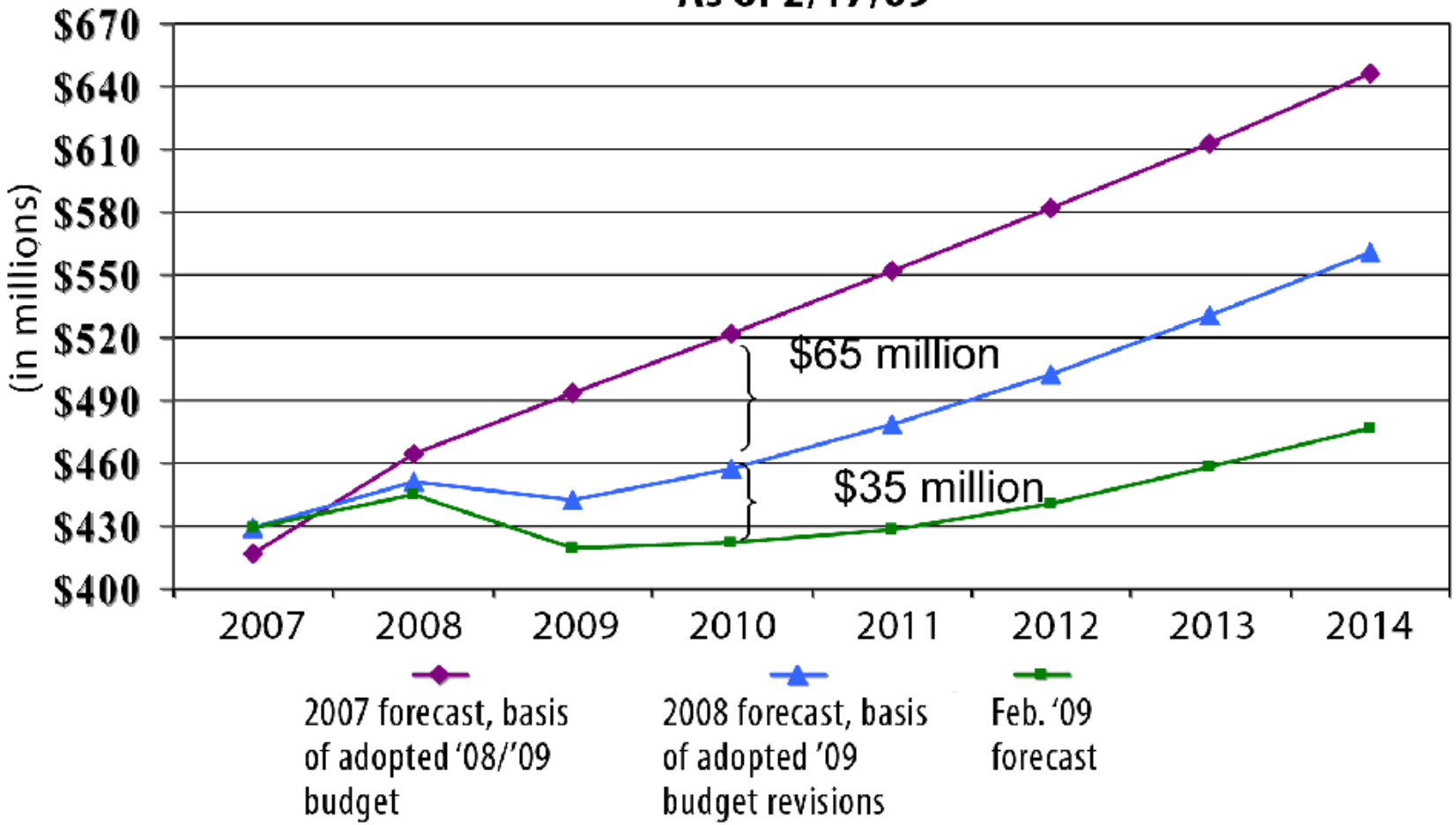
SR 99 bored tunnel – South portal objectives

1. Maintain functionality of freight movements to and from the port.
2. Provide access from the bored tunnel to the street grid, stadiums and SODO area.
3. Coordinate construction timing with S. Spokane Street and East Marginal Way S. projects.
4. Integrate south portal design with SR 519.
5. Improve how the surface street system performs during stadium events.
6. Facilitate local bike and pedestrian connections in the area.

New Transit Connections to Downtown from West Seattle

Metro Transit Sales Tax Revenue

As of 2/17/09



Budget Priorities for Metro

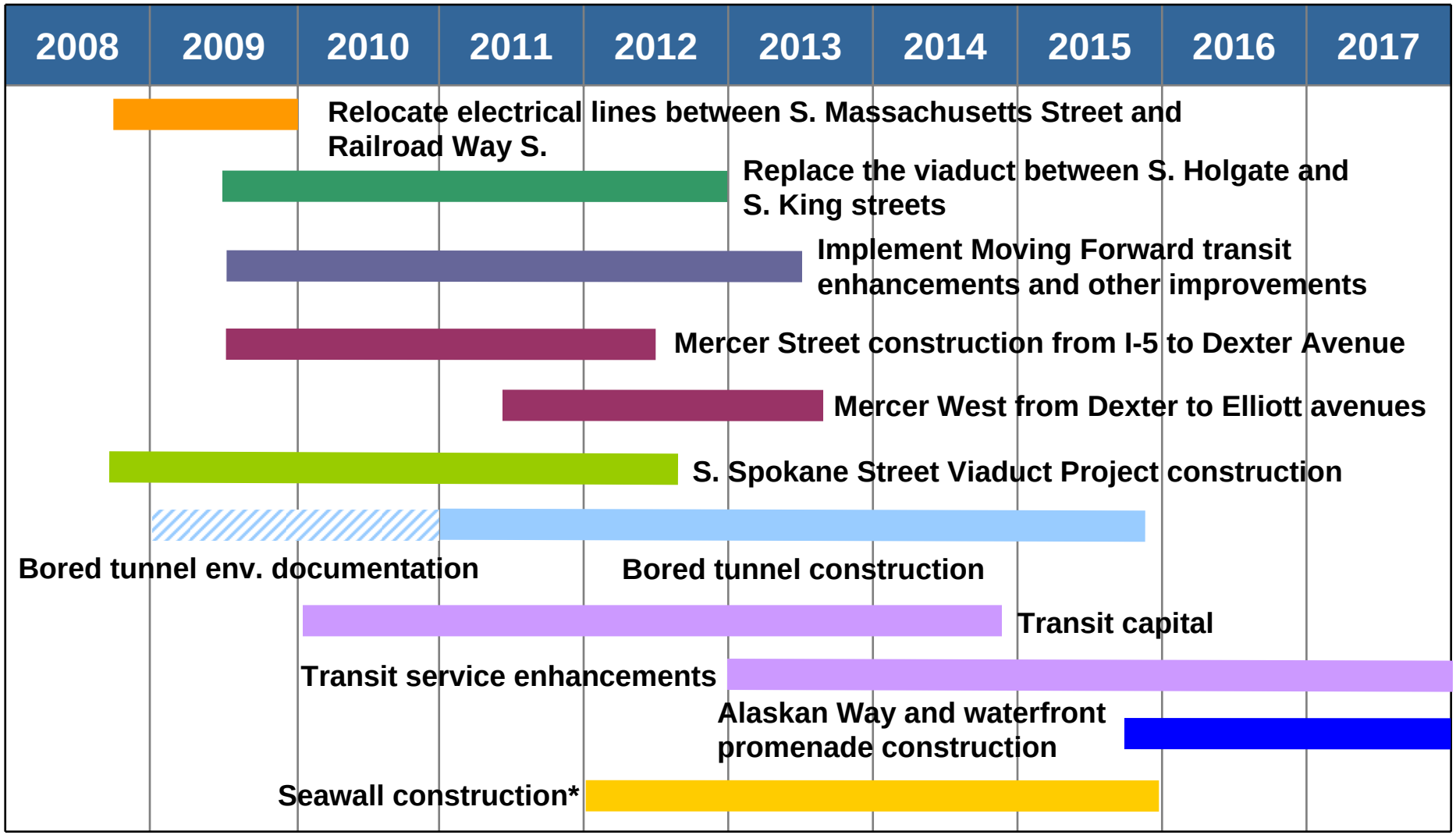
- Current and Planned Service:
  - Completed first two years of 10 year Transit Now program
  - Reached 2016 Transit Now ridership targets in 2008
- New Partnerships:
  - Urban Partnership
    - $141 m capital – funded
    - $3 m annual operating – unfunded
  - Transit Elements of Bored Tunnel Hybrid:
    - $190 m one time costs - unfunded
    - $15 m annual operating - unfunded

Fiscal Responsibility

	Proposed Project Implementation Responsibility				Costs
	State	King County	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.

Program Timeline

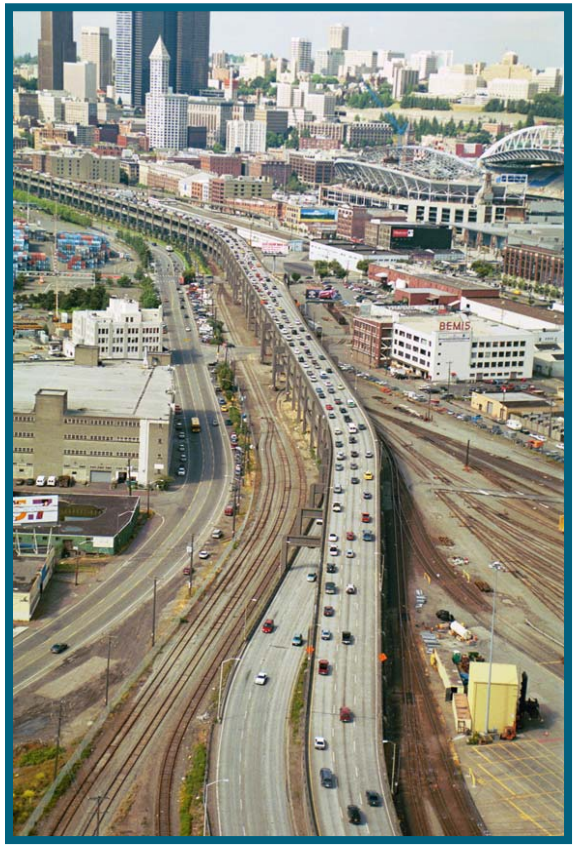


*Seawall construction will take two years, but will be done seasonally based on environmental and other factors

Upcoming Major Milestones and Decisions

- Get legislative approval for bored tunnel.
- Determine specifications for the state and city environmental documents.
    - Need to determine what is included in each document, and which agency will address the new Alaskan Way.
- Finish geotechnical borings along project route to determine soil conditions.
- Finalize design of the north and south portals.
- Run model to determine travel times with the new bored tunnel and surface Alaskan Way.
- Begin planning and design process for the new central waterfront.

Alaskan Way Viaduct and Seawall Replacement Program



Follow our progress: www.alaskanwayviaduct.org