# Alaskan Way Viaduct & Seawall Replacement Program

## South Portal Working Group

## December 17, 2009

U.S. Department of Transportation Federal Highway Administration

WSDOT

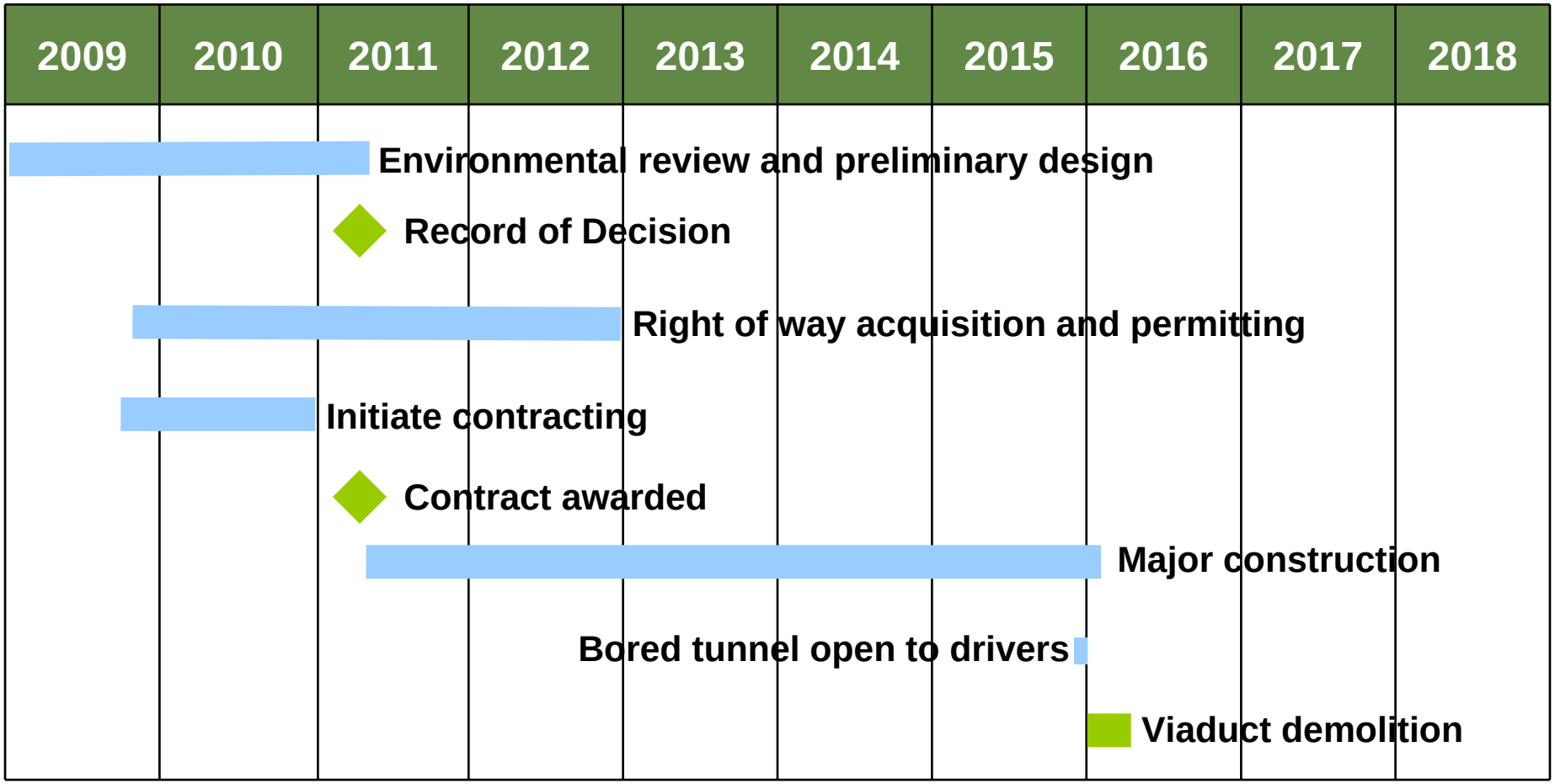
King County

Port of Seattle

City of Seattle

Exhibit F

# Proposed Bored Tunnel Timeline*




*Assumes Record of Decision (ROD) for the bored tunnel alternative is issued in 2011.

# Design Build Qualifying Teams

Four design-build teams have submitted Statements of Qualifications for the SR 99 Bored Tunnel Design-Build Project. They include:

- **Seattle Tunneling Group** is made up of S.A. Healy Co., of Lombard, Ill.; FCC Construccion, S.A. of Spain; Parsons Transportation Group, which has a Seattle office; and London-based Halcrow Inc., which has an office in Vancouver, B.C.
- **VTS Joint Venture** is composed of Vinci Construction Grand Projects, a French company; Traylor Bros. Inc., of Evansville, Ind.; and Skanska USA and Arup, both of which have Seattle offices.
- **AWV Joint Venture** is composed of Omaha, Neb.-based Kiewit Pacific, which has a Seattle office; German-based Bilfinger Berger Ingenieurbau, which has offices in Vancouver and Vancouver, B.C.; and AECOM, which is based in Los Angeles and has Seattle offices.
- **Seattle Tunnel Partners** includes New York-based Dragados USA, whose parent company is ACS of Spain; and HNTB Corp., which is headquartered in Kansas City and has a Bellevue office.

# SR 99 Central Waterfront Bored Tunnel Alternative Update

The new proposed bored tunnel alignment:

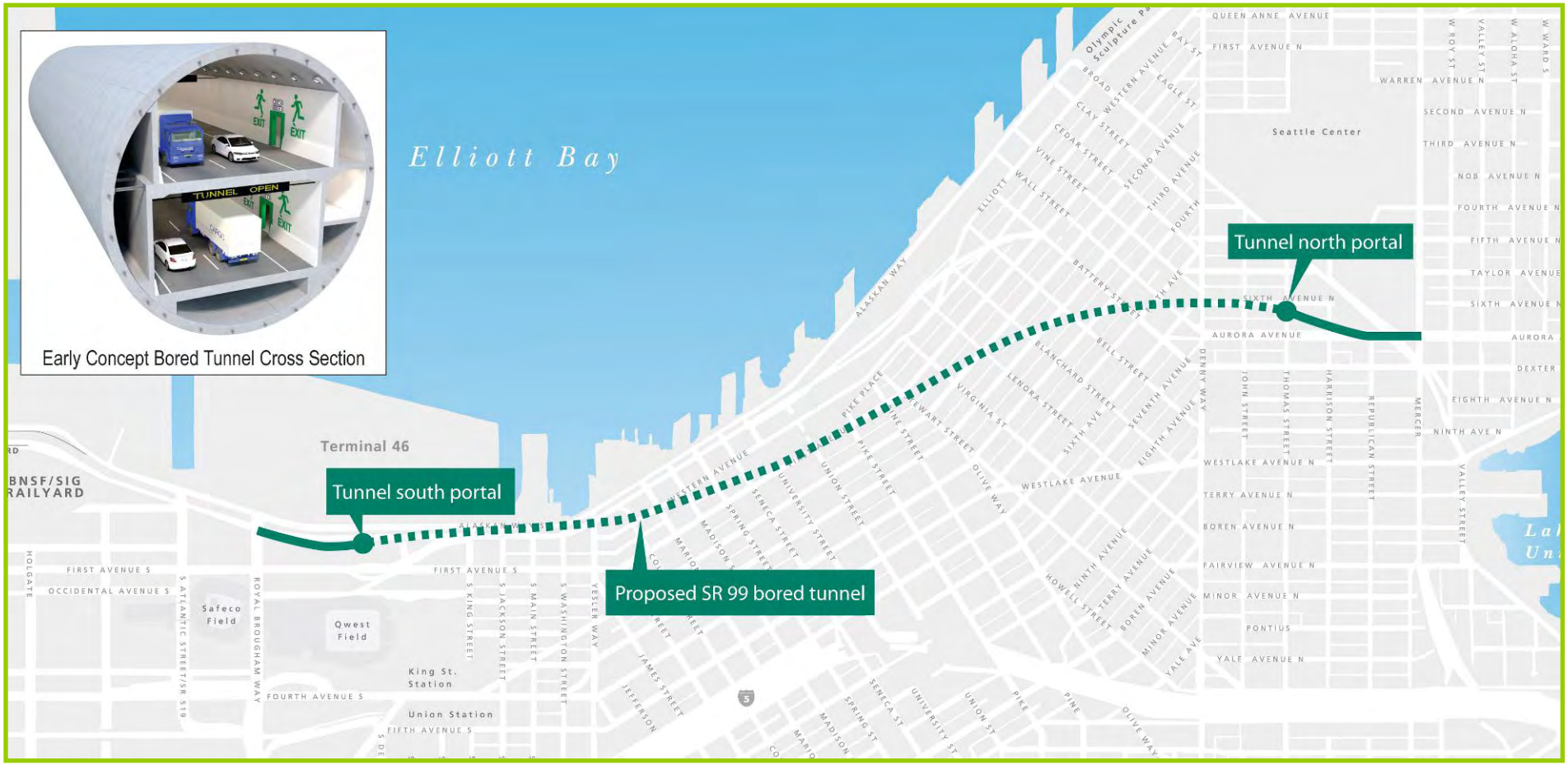
- Begins on Alaskan Way south of S. King Street, then moves toward First Avenue near Yesler Way, turns north near Stewart Street and ends at Sixth Avenue N. and Thomas Street.
- Reduces impacts to Pioneer Square, including:
  - Construction impacts.
  - Risk and cost.
  - Building settlement.
- Reduces right of way acquisitions.
- Maintains functionality of previous proposal.
- Allows for simplified coordination among contractors.
- Maintains transit movements within the corridor.

# Construction Impacts

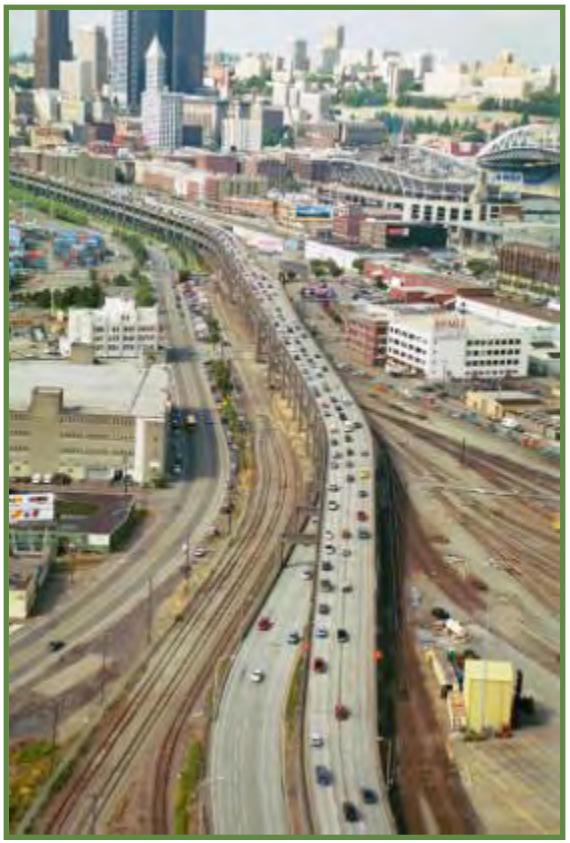
Regardless of tunnel alignment there will be construction activities and impacts:

- Temporary and partial closures.
- Detour routes.
- Noise
- Dust.
- Increased construction-related truck traffic.
- Night work.
- Parking changes.

# New Proposed SR 99 Bored Tunnel Alignment



# S. Holgate to S. King Viaduct Replacement



**Construction timeline**

| 2009 | 2010 | 2011 | 2012 | 2013 |
|---|---|---|---|---|
| Preliminary construction | | | | |
| | Road and bridge construction | | | |

- Replaces nearly half of the existing viaduct.
- Keeps SR 99 traffic moving during replacement of the waterfront section of the viaduct.
- Improves access to Terminal 46 and provides a grade-separated crossing at S. Atlantic Street.
- Maintains safe pedestrian and bicycle access.
- Provides new access in stadium area.

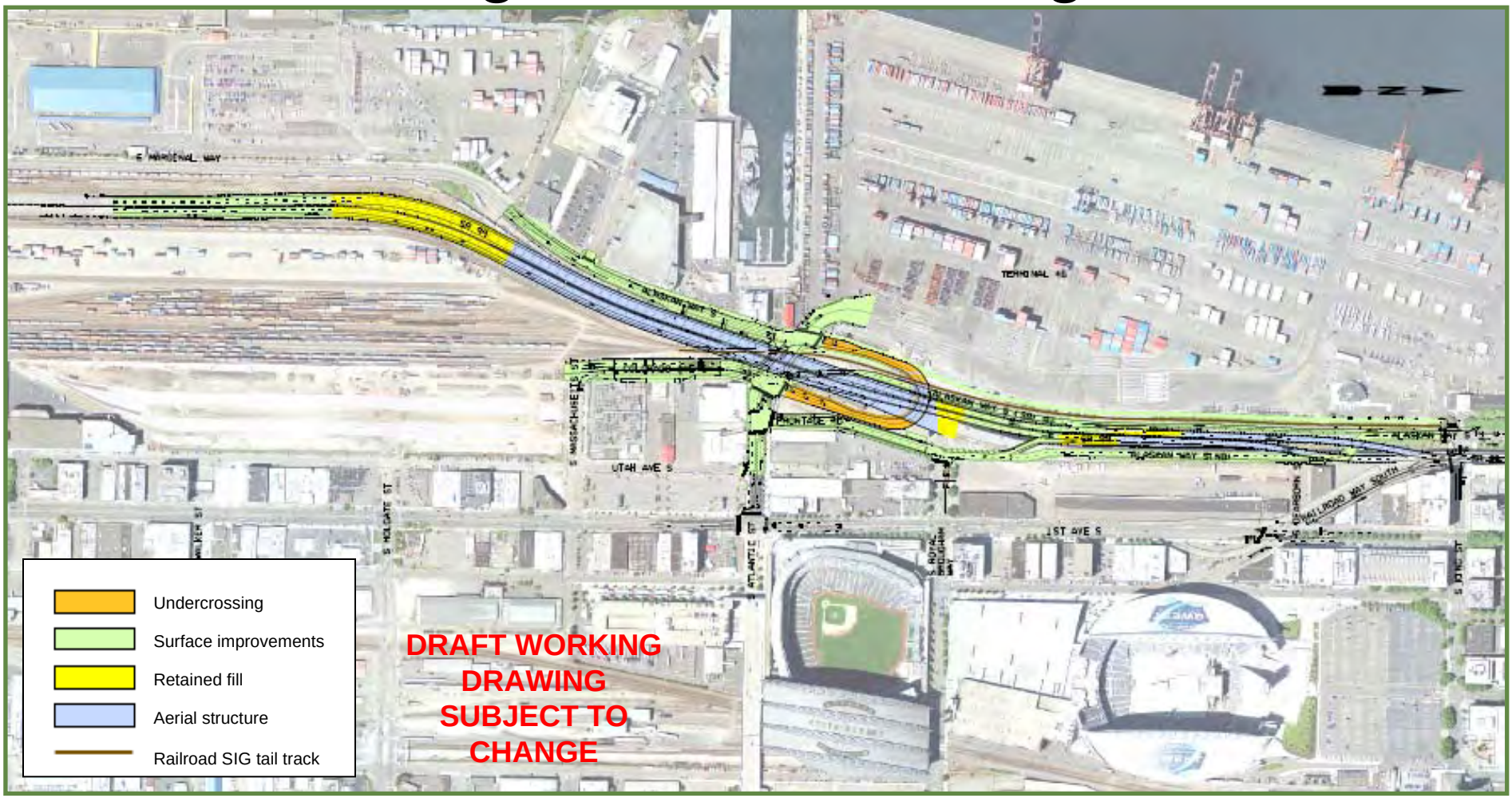
# S. Holgate to S. King Viaduct Replacement
# Existing

# Previous Undercrossing Design

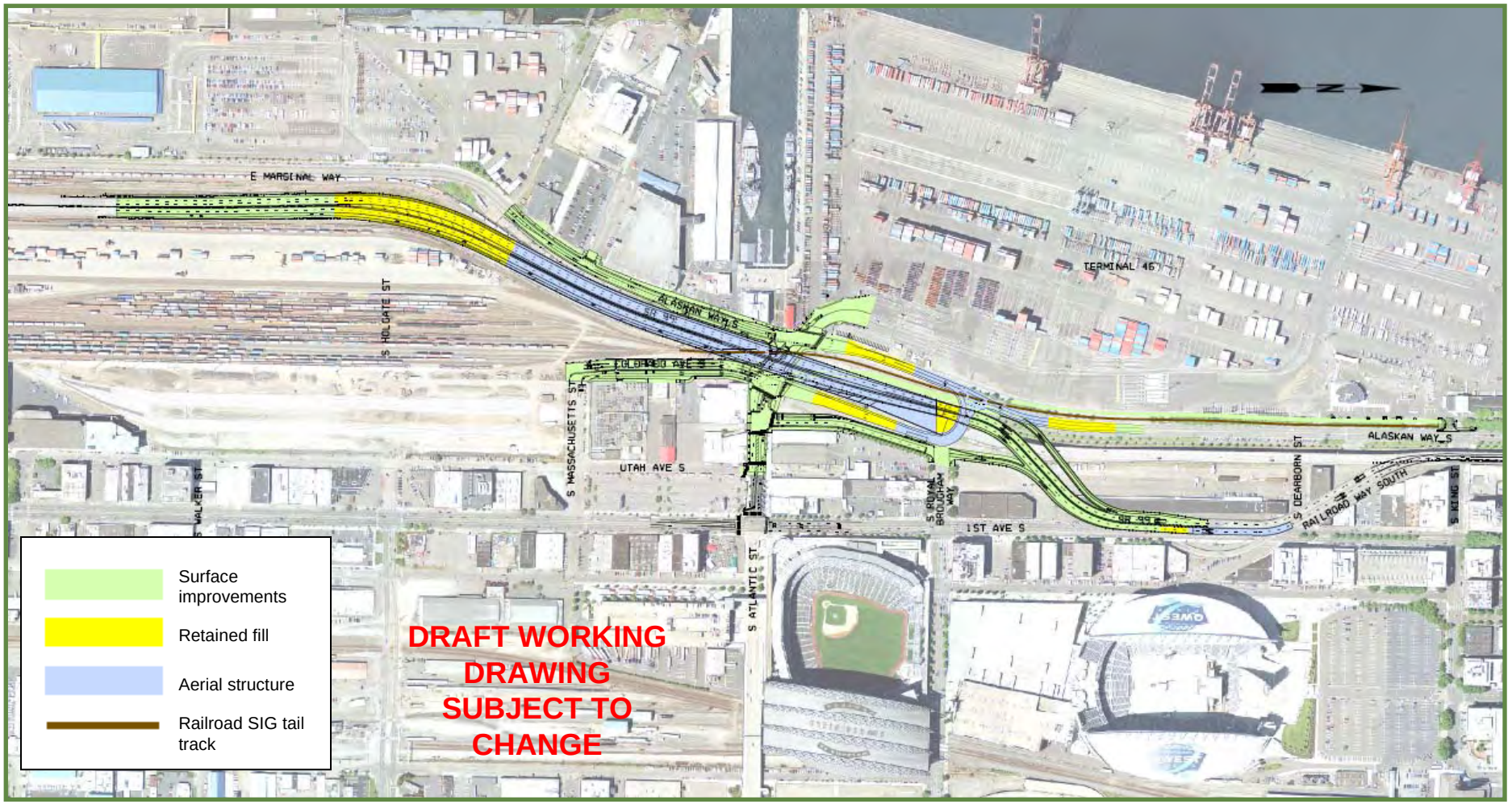
# Previous Alaskan Way/East Marginal Way Connection

# S. Holgate to S. King Viaduct Replacement
# Current Proposal

# S. Holgate to S. King Viaduct Replacement Stage 2 Previous Design



# S. Holgate to S. King Viaduct Replacement Stage 2 Current Design



# South Portal Goals

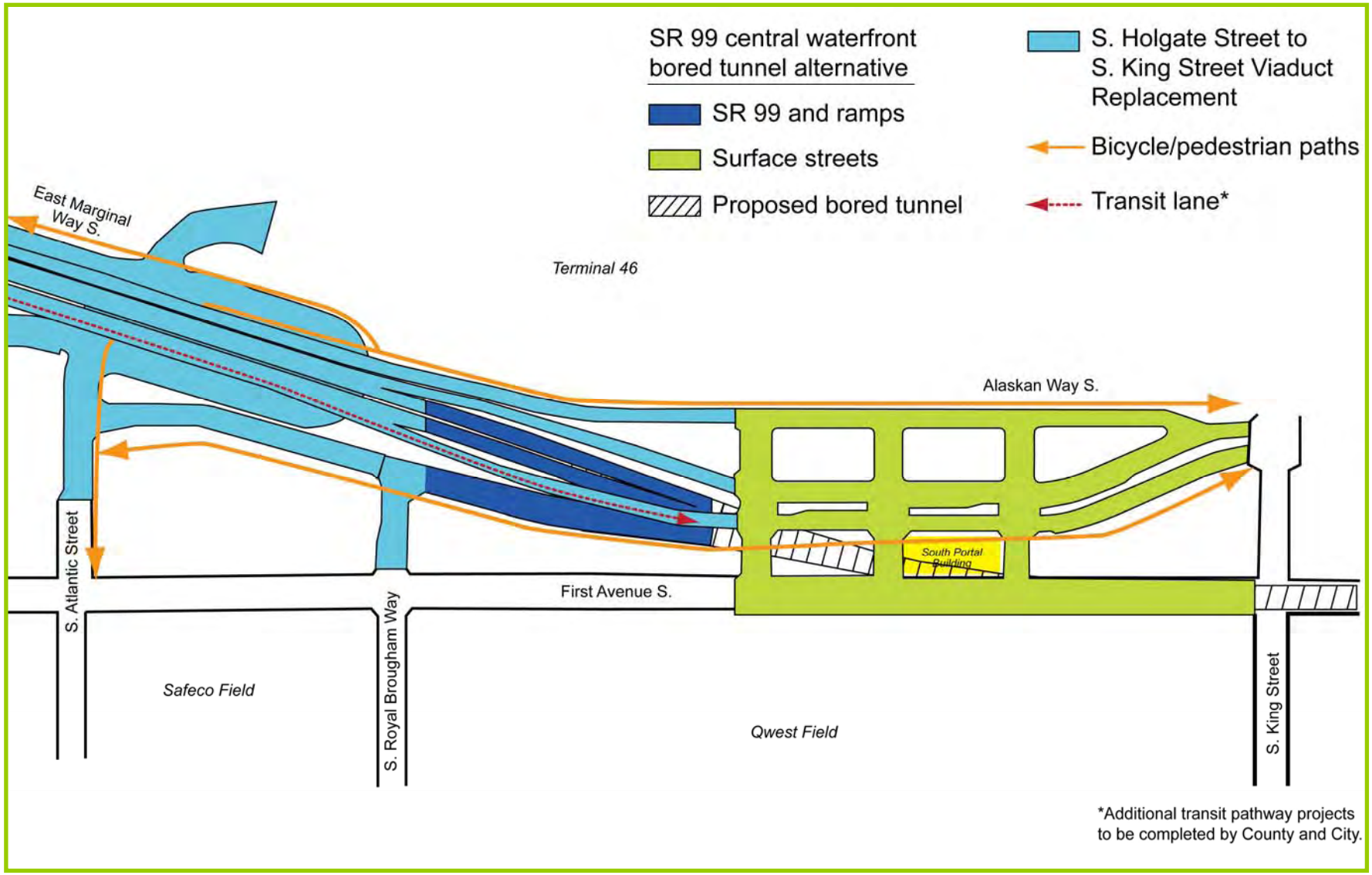
- Keep people and goods moving safely on SR 99 and on surface streets.
- Maintain freight access to and from the port and the manufacturing industrial center.
- Provide access to/from SR 99.
- Maintain efficient operations on the arterial street network.
- Enhance and/or maintain transit service in and through the SR 99 corridor.
- Improve bike and pedestrian connections to and through the area.
- Improve the urban character of the portal area.
- Maintain access to the ferry terminal.
- Open bored tunnel to traffic by the end of 2015.
- Complete improvements within the established budget.
- Minimize construction impacts.

# New Proposed South Portal

The new proposed south portal option on Alaskan Way:

- Reduces risk and associated costs.
- Avoids impacts on First Avenue through Pioneer Square.
- Reduces the potential need to reinforce older historic structures during construction.
- Provides similar access and mobility as the previous design.

# Previously Proposed South Portal



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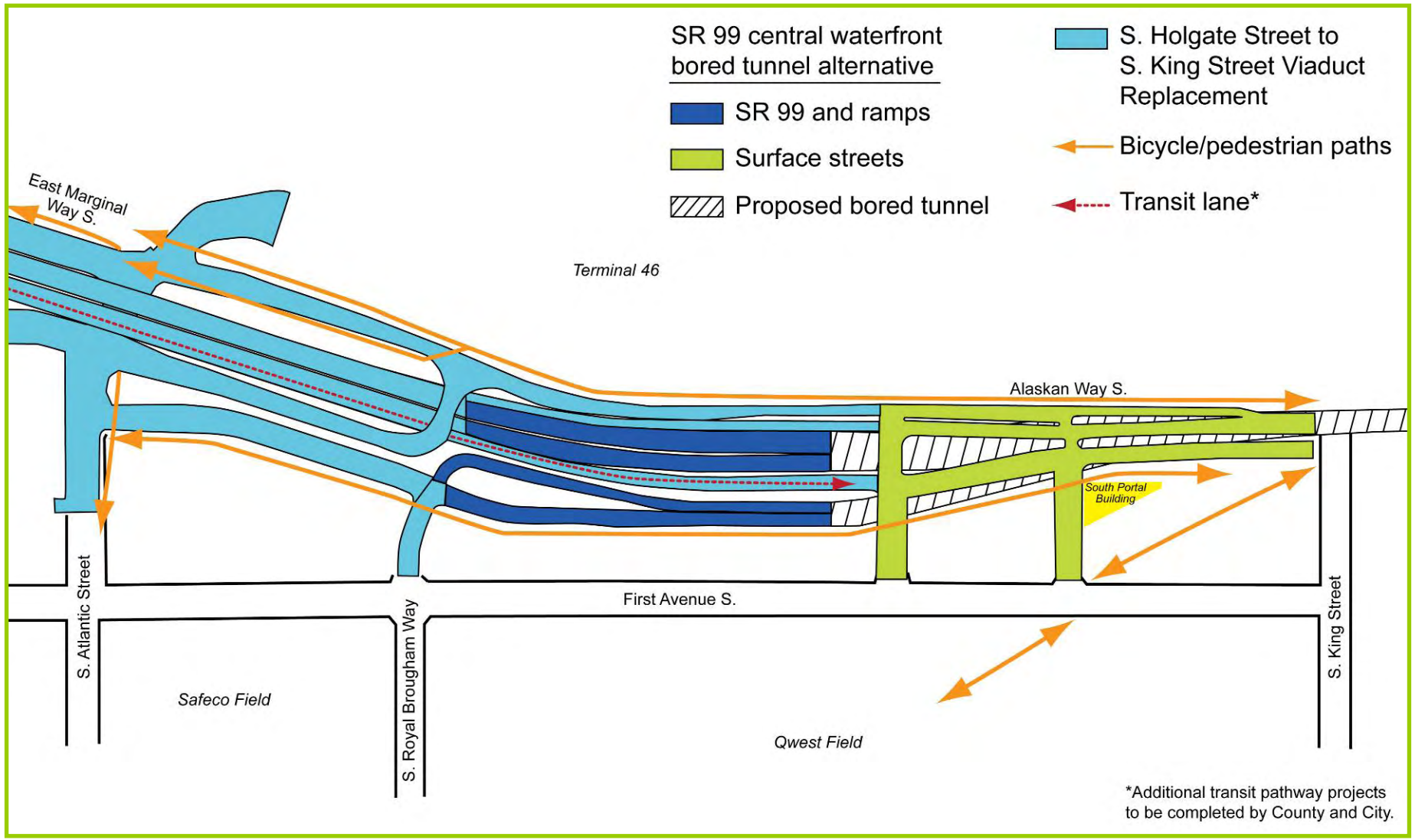


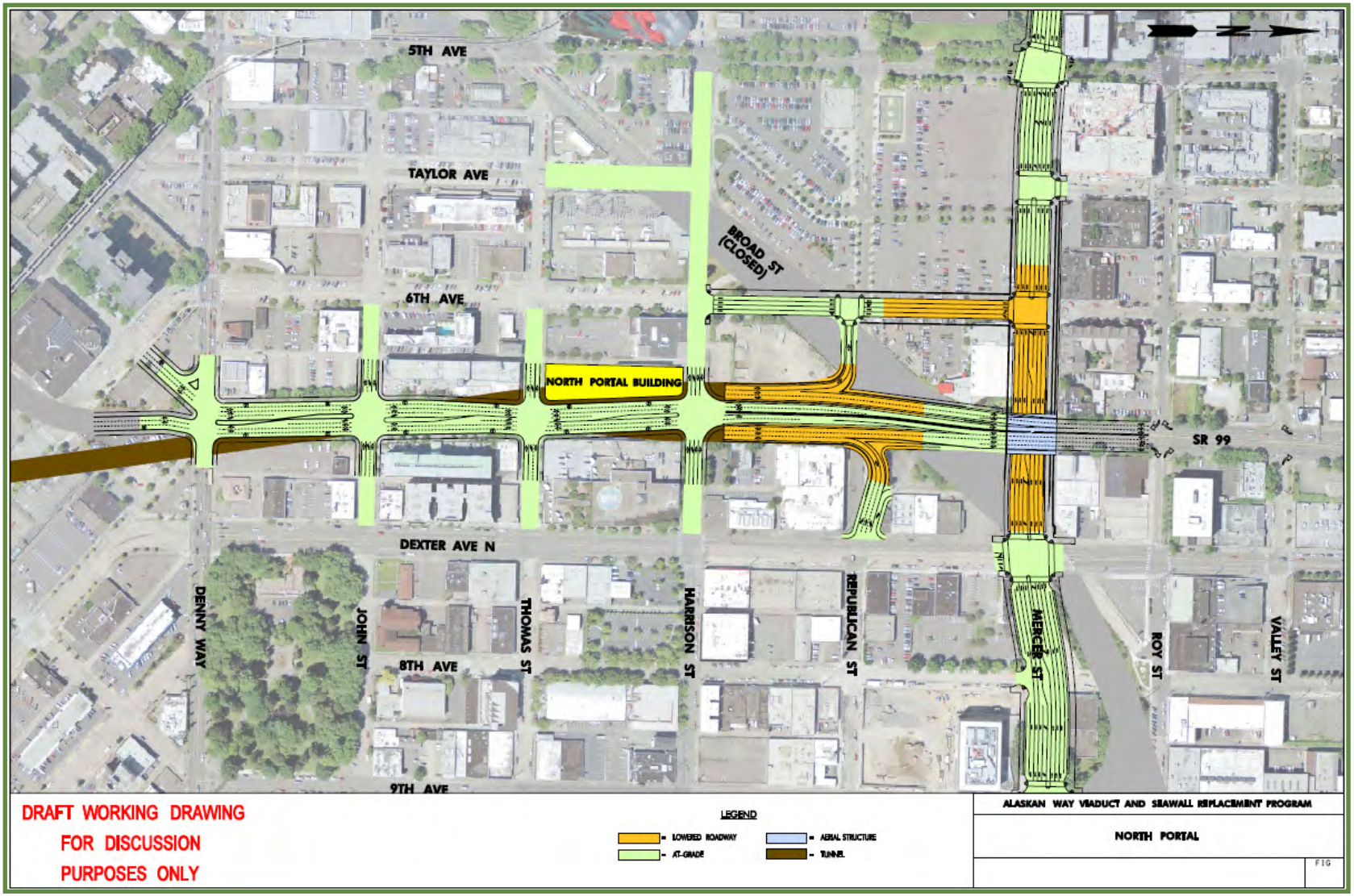
# New Proposed South Portal

The new south portal design provides similar access and mobility as the previous design, including:

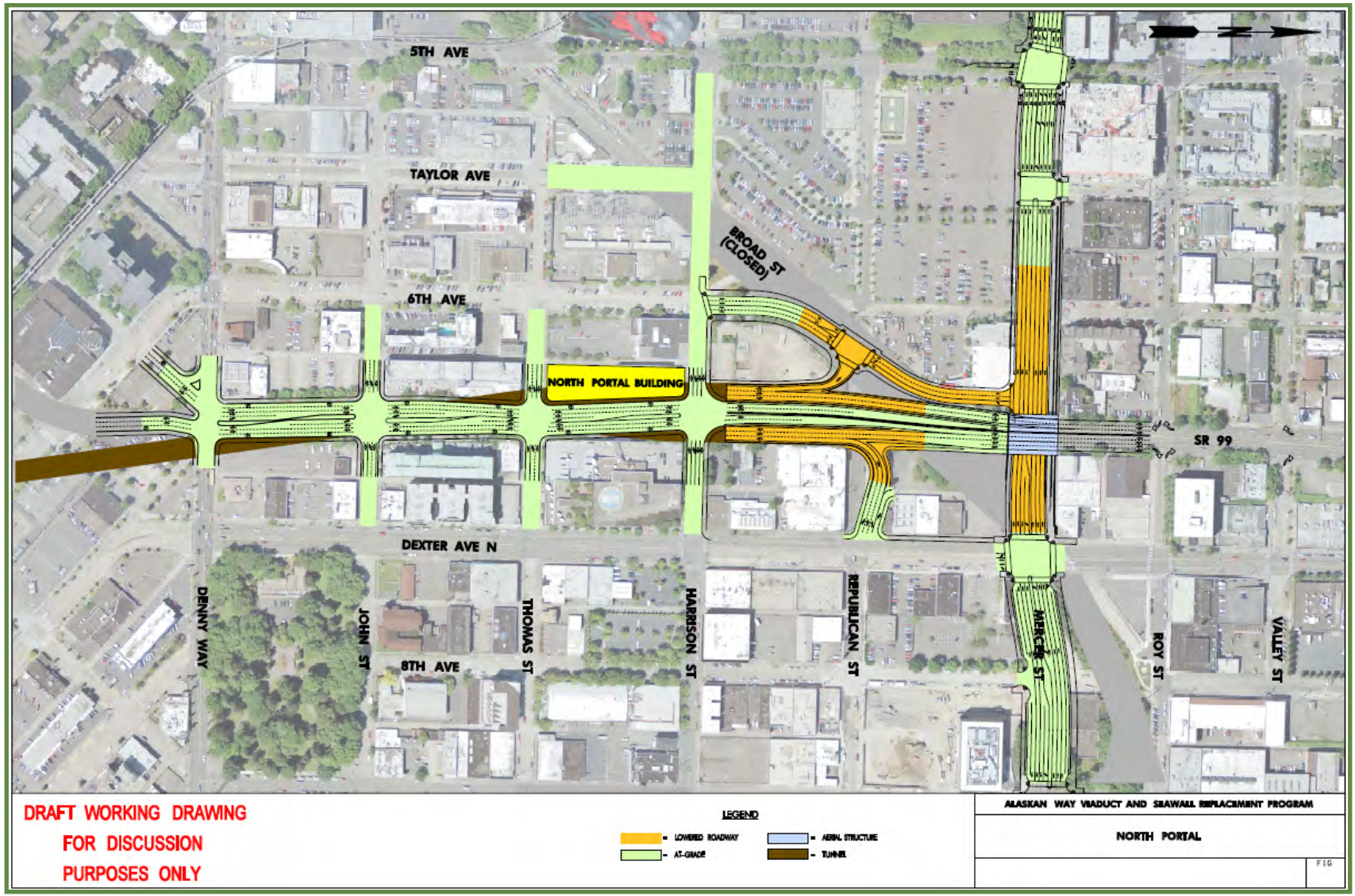
- New street connections, northbound and southbound, from SR 99 to Alaskan Way and First Avenue.
- Improved SR 99 access to downtown sports stadiums, port terminals and the ferry terminal.
- New east-west connections between S. Royal Brougham Way and S. King Street.
- Improved system connectivity between SR 99 and I-90/I-5.
- Improves bike and pedestrian movements.
- Maintains transit movements within the corridor.
- Future development potential along First Avenue is improved.

# Feedback From Working Group Members

# Previous Proposed North Portal – Option 1



# Previous Proposed North Portal – Option 2

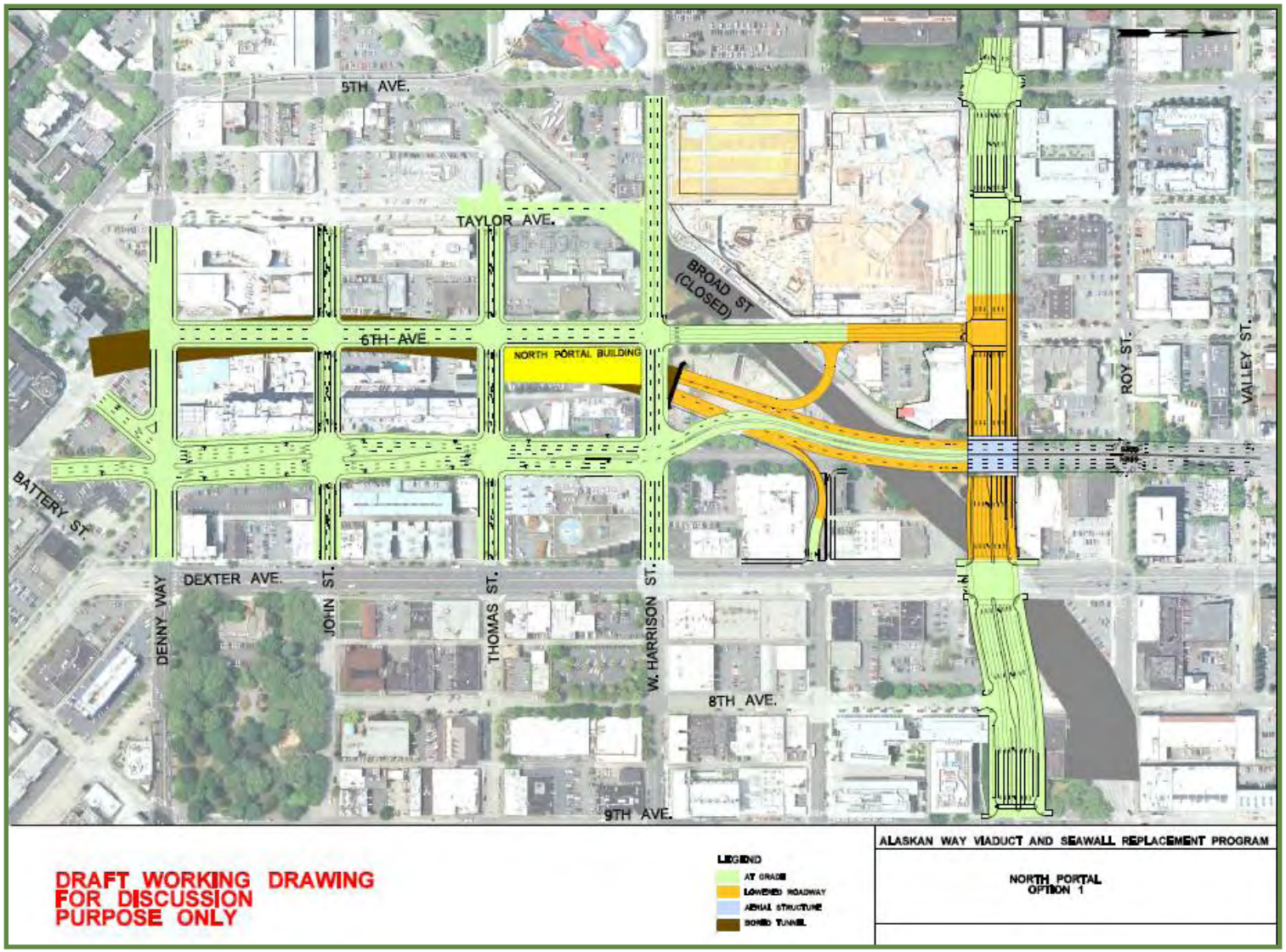


# New Proposed North Portal

The new proposed north portal option:

- Limits disruptions due to construction.
- Reduces right of way acquisitions.
- Avoids contractor conflicts within the construction zone by allowing greater construction space.
- Reduces the impacts on SR 99 and maintains transit movements within the corridor.

# New Proposed North Portal – Option 1



# New Proposed North Portal – Option 2