HONORABLE RICHARD EADIE

STATE OF WASHINGTON
KING COUNTY SUPERIOR COURT

SEATTLE CITIZENS AGAINST THE TUNNEL and ELIZABETH A. CAMPBELL, Plaintiffs, vs. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION; PAULA HAMMOND, IN HER OFFICIAL CAPACITY AS SECRETARY OF THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, Defendants.	NO. 09-2-36276-9SEA (CONSOLIDATED WITH NO. 09-2-40939-1SEA) PLAINTIFF'S RESPONSE IN OPPOSITION TO DEFENDANTS' MOTION TO DISMISS
ELIZABETH A. CAMPBELL, Plaintiff, vs. CITY OF SEATTLE, a municipal corporation, Defendant.	

COUNTER STATEMENT OF FACTS

1. The H2K Project was created by segmenting out a portion of another project that had undergone substantial environmental review, the "Alaskan Way Viaduct and Seawall

Replacement Project" (AWVSR Project). The section of the SR99 roadway between S. Holgate and S. King streets was never considered to be a separate element under that project's scope, nor under the NEPA environmental review which was conducted pursuant to the FHWA's Notice of Intent, dated June 22, 2001, and pursuant to the amended NOI's thereto.

The now H2K Project elements were never considered to be separate elements either in the Draft Environmental Impact Statement ("DEIS") issued for the AWVSR Project in 2004, and in the subsequent Supplemental Draft Environmental Impact Statement ("SDEIS") that was issued for it in 2006.

1. In 1989 a major earthquake in the San Francisco Bay Area, the Loma Prieta Earthquake, causing the Cypress Viaduct to collapse. The collapse of this structure prompted concerns in Washington about the Alaskan Way Viaduct. Despite those concerns it was not until 1992, and then again in 1995, that the Washington State Department of Transportation ("WSDOT") requested that the University of Washington Department of Civil Engineering prepare seismic studies of the SR 99 Alaskan Way Viaduct structure ("Viaduct"). The conclusion of those studies were that one, the Viaduct would have structural vulnerabilities, but more important it would have foundational vulnerabilities due to the possible liquefaction of the soil under the Viaduct during an earthquake, two, there were structural differences between the Cypress Viaduct and the Alaskan Way Viaduct, and therefore its earthquake-related vulnerability was different than that of the Cypress Viaduct, it was less; and two, a detailed plan and timetable for retrofitting the Viaduct was created so that the earthquake-related risks to the Viaduct could be greatly reduced. WSDOT never undertook the recommended retrofitting of the Viaduct.

2. In the late 1990's WSDOT embarked on an initiative to replace the Viaduct, the Alaskan Way Viaduct and Seawall Replacement Project ("AWVSR Project"). In 2001 it issued with the Federal Highway Administration a Notice of Intent to prepare an environmental impact statement for the Project, and in 2004 it issued a Draft Environmental Impact Statement, and in 2006 it issued a Supplemental Impact Statement; the conclusion of both statements were that either an elevated replacement structure or a cut-and-cover tunnel were the most realistic

alternatives for replacing the Viaduct, however the drawback for the tunnel alternative was that it would cost substantially more than the elevated structure, and it would disrupt the Central Waterfront area where the Viaduct was located. Despite the disparity in costs, the City of Seattle legislative and executive branches rejected the elevated option, threatened to withhold necessary permits for the AWVSR Project if WSDOT did not accede to its demands that a tunnel option be selected. Later in 2006 the Governor of Washington weighed in on the matter of which option to choose, expressing support for an elevated replacement structure. Thereafter the City of Seattle ("City") promulgated a number of legislative acts to thwart an elevated replacement for the Viaduct and to ensure that a tunnel would be built.

2. Because of this conceptual impasse and dilatory tactics by the City, in December 2006 the Governor issued a set of findings that "The finance plan for the Elevated Structure Alternative project as described in the draft environmental impact statement [2006] (DEIS) is "feasible and sufficient" to complete the project; The finance plan for the Tunnel Alternative as described in the DEIS is not "feasible and sufficient" to complete the project; With either option, opponents intend to obstruct a path forward through legislative or permitting processes; and To break the stalemate, we must ask the voters of Seattle to vote to select either the tunnel or elevated structure with the understanding of the fiscal responsibility for the City."

3. In March 2007 a vote was held pursuant to the Governor's mandate, with a twist, the voting choices had been modified from those ordered by the Governor in order that the results of the vote would be rendered meaningless; instead of a straight up or down choice between a tunnel or an elevated alternative as directed by the Governor, the ballot was intentional mis-drafting by the City of Seattle Council and the Mayor's office (see attached Exhibit A). This provided both the opportunity to claim that the voters had rejected both structures, and therefore it would be necessary to revisit the matter of what structural option would be appropriate for the replacement of the Viaduct.

5. Shortly thereafter the Alaskan Way Viaduct Stakeholders Advisory Committee ("AWV SAC") was convened. It consisted of 33 members, hand picked predominately by the

City; it was front loaded with individuals the majority of which favored a tunnel replacement alternative. At the same time the FHWA and WSDOT segmented the "Alaskan Way Viaduct and Seawall Replacement *Project"* ("AWVSR Project"), creating an appellation known as the "Alaskan Way Viaduct and Seawall Replacement *Program"* ("AWVSR Program") (see attached Exhibit B).

The AWVSR *Program* consists of portions of the former AWVSR *Project* which have been segmented out as standalone projects - a group of projects identified as the "Moving Forward Projects", and four standalone projects, the Alaskan Way Seawall replacement (AWV Seawall Project"), the City of Seattle Utilities projects, the Central Waterfront Viaduct Replacement project ("Central Waterfront Project"), and the SR99 S. Holgate St. to S. King St. project ("H2K Project"), the latter the subject of this case.

Only one of the four standalone projects, the Central Waterfront project, is being subjected to a substantial environmental review (a full EIS is being prepared for it). The rest of the projects have all received greatly reduced levels of environmental review, including the H2K Project. Even though the H2K Project makes up over 40% of the former AWVSR Project, it was reviewed through an environmental assessment ("EA") which did not consider any cumulative impacts of the projects that are literally on either side of it. On February 11, 2008 the Federal Highway Administration and WSDOT issued a Finding of No Significant Impact ("FONSI") for the SR 99 S. Holgate St. to S. King Street Project.

6. The AWV SAC under the guidance of the City of Seattle Department of Transportation ("SDOT") and WSDOT embarked on a year long assessment of replacement options for the Viaduct. At the end of its charter in November, 2008, the AWV SAC released its findings, that the two viable replacement options for the Viaduct were a "hybrid-elevated alternative" and a "hybrid-surface alternative". The AWV SAC could not justify any tunnel option; and accordingly on December 11, 2008 City of Seattle Mayor Nickels, King County Executive Sims, and Governor Gregoire assembled for a news conference and received the conclusions of the AWV SAC, that the two hybrid alternatives should move forward and that a

"A bored tunnel was not formally carried forward as a hybrid alternative at this time due to its high cost".

7. However, both before and after the December 11th public release the AWV SAC's preferred alternatives, privately WSDOT personnel and a number of stakeholders were meeting with tunneling industry representatives in order to invalidate the findings of the AWV SAC and in order to bring forward the project they had been quietly proceeding with during the AWV SAC process – the deep bored tunnel alternative. Between mid-November 2008, and December 2008, WSDOT in cooperation with the tunneling industry representatives crafted and submitted to the Governor a plan for upsetting the findings of the AWV SAC that favored the hybrid elevated and surface alternatives, and setting in their stead a hastily designed concept for a bored tunnel, and an highly favorable accompanying budget for the same. The budget was first based on project cost estimates provided by the tunneling industry figures, and the final figure, $1.9 Billion for the tunnel, was the final cost for the tunnel project that a WSDOT public relations consultant had brokered during the negotiations between WSDOT executives and the tunnel industry reps.

8. On January 13, 2009 the executives of the City, County, and State announced that they had agreed that the preferred alternative to replace the Alaskan Way Viaduct was a deep-bored tunnel. Following the announcement WSDOT continued with the work that it had already started before the announcement, commencing to implement the AWVSR Program, which was now based on the construction of a 50 foot plus diameter, deep bored tunnel.

9. To that end WSDOT has proceeded as the lead agency for the project. While it has been pursuing environmental reviews under NEPA of certain elements of the Program, the overwhelming effort and amount of resources WSDOT is expending are devoted to moving forward the bored tunnel project, and in many cases, taking final actions which both preordain the outcome of the environmental reviews in favor of the bored tunnel alternative, and which ensure that the bored tunnel project is actually moving forward literally as a project.

An example of this is one project in the AWVSR Program, the SR 99 S. Holgate St. to S. King St. Project ("H2K Project"). At the time the FONSI for the H2K Project was issued, the H2K Project was presented as being "Viaduct replacement alternative *neutral*", in other words it was designed so that when it was constructed it would be suitable for whatever structure was chosen to replace the Alaskan Way Viaduct. The original four main components of the H2K Project included:

- New grade-separated access for freight and general purpose traffic between the Seattle International Gateway Railyard, SR 519, Port of Seattle and the stadiums.
- Improvements to Colorado Avenue South.
- New Alaskan Way South frontage road that would provide access between Alaskan Way South at South King Street and South Atlantic Street.
- Reconfigured intersections where South Atlantic Street meets Alaskan Way South, the new U-shaped undercrossing, Colorado Avenue South, the new Alaskan Way South frontage road, and First Avenue South.

Since that time, according to the FHWA and WSDOT documents, the H2K project has been 1) dramatically scaled back - $100 Million worth of project elements have been eliminated from the project; 2) the U-shaped undercrossing at Colorado Avenue South has been eliminated, in its stead an elevated bridge is to be constructed; and the most dramatic change to the project's scope are the changes made to the project so that when Phase 2 of H2K is completed the necessary roadway connections and structures will be in place for the H2K roadway to connect with the 9,200 foot long, 52' diameter, deep bored tunnel.

Any replacement option chosen to replace the Viaduct portion of SR99 must eventually be connected to the H2K Project roadway, and therefore at some point the H2K roadway must be constructed to conformity with the replacement alternative chosen – the deep bored tunnel.

However, despite there being an environmental review underway for the Viaduct replacement portion of the AWVSR Program, the Central Waterfront Project, *and no Record of Decision being issued*, the H2K Project, as well as all the other projects spawned out of the

AWVSRP Project no longer remain neutral in their design and construction - they are beyond having a prejudicial effect on the outcome of the Central Waterfront Project environmental review that is underway – they reflect the FHWA's and WSDOT's decision to proceed with the bored tunnel alternative.

10. The "Massachusetts Street to Union Street Moving Forward Project" has also undergone similar changes that reflect WSDOT's final decision to proceed with the bored tunnel project. WSDOT has suspended work on it "between S. Royal Brougham Way and Railroad Way S., until further design is complete on the southern portal for the bored tunnel section of the central waterfront section of SR 99."

ISSUES PRESENTED

1. Has WSDOT not yet taken a final agency action that is subject to judicial review for compliance with SEPA?

2. Where WSDOT has not yet taken a final action that is subject to judicial review, does the court lack subject matter jurisdiction over this action, requiring the court to dismiss the action?

3. Are the Memorandum of Agreement between the State and the City, and the City Council's approval of the Memorandum, also not final agency actions because WSDOT has yet to take a final agency action on the Viaduct replacement?

SUMMARY OF ARGUMENT

The Washington State Legislature via ESSB 5768, and WSDOT and the City of Seattle have jointly and severally made a final decision to proceed with the bored tunnel replacement alternative. They have taken so many final actions pursuant to their collective decision that it is a challenge to decide which and how many examples of their final acts to provide herein.

ARGUMENT

The State on behalf of the Defendants has framed its argument that the Defendants are conducting environmental reviews and therefore everything they are engaged in for the AWVSR

Program is sacrosanct, and until such time as an EIS is completed there cannot possibly be a final action, and even then that is not a final action.

The problem with this line of reasoning is that the environmental review aspect is a minor part of the matter; while it is preparing the necessary environmental reviews, WSDOT is also issuing contracts, commencing construction, obtaining assorted permits that are unissued in name only, and otherwise taking innumerable acts the majority of which remain undisclosed due to the information embargo it has maintained in this matter.

The following inventory of on-going final acts of the Defendants defies the assertions of the Defendants in their Motion to Dismiss:

State Legislature

The State legislature passed Engrossed Substitute Senate Bill 5768, Chapter 458, Laws of 2009 (see attached Exhibit A); effective date July 1, 2009. It states "The state shall take the necessary steps to expedite the environmental review and design processes to replace the Alaskan Way viaduct with a deep bore tunnel under First Avenue from the vicinity of the sports stadiums in Seattle to Aurora Avenue north of the Battery Street tunnel."

WSDOT

On December 9, 2009 WSDOT presented its **Alaskan Way Viaduct Quarterly Presentation in Olympia. As part of its presentation was a report WSDOT had compiled regarding the status of all of the project elements in progress under the AWVSR Program, which includes a** project entitled *AWV&SRP - SR99 BORED TUNNEL CENTRAL WATERFRONT VIADUCT REPLACEMENT*, WSDOT Work Identification Number U09936E, which includes multiple directly related projects, including the *SR99 King St to Roy – Viaduct Replacement* project, WSDOT Project Identification Number, 809936E (see attached Exhibit B). The project scope/description for the latter project indicates that "**The existing Alaskan Way Viaduct and Battery Street tunnel will be replaced with a deep bore tunnel…The project is comprised of a deep bore tunnel"** [Emphasis added] No such corollary project(s) exist for

either of the other two alternatives, the elevated and surface options, that are allegedly under consideration in the NEPA environmental review being carried out by WSDOT.

In May, 2009, WSDOT convened three stakeholder panels to advise it about the implementation of the bored tunnel project portion of the AWVSR Program - the North Portal Working Group, the Central Waterfront Working Group, and the South Portal Working Group, each with between 20 and 25 members apiece. The Groups meet with WSDOT monthly. No working group has been convened for either the Elevated or the Surface options.

H2K and Central Waterfront Project

WSDOT Central Waterfront South Portal Working Group Presentation: South Portal Considerations, May 6, 2009 (see attached Exhibit C):

Slide 30 of 35: "S. Holgate St. to S. King Replaces almost half of existing viaduct. •Improves public safety, access and traffic mobility. •Keeps traffic moving on existing viaduct during tunnel construction. •Connects to bored tunnel and city street grid when tunnel is complete in 2015."

WSDOT South Portal Working Group Presentation: Preliminary Construction Phasing, June 24, 2009 (see attached Exhibit D):

"Alaskan Way Viaduct South Portal Working Group – June 3, 2009 Meeting Summary: Working Group Members' Questions / Comments" (see attached Exhibit E):

Herald Ugles: Is a waterfront trolley in the design? Is the roadway in front of Pier 66 two or four lanes? Will the ferry dock have north and south access or will it be one direction?

Answer: Instead of a waterfront trolley, ***the bored tunnel decision*** *prioritized investment on a First Avenue streetcar."* [Emphasis added]

"Public and property safety is a priority **as we prepare to construct the SR 99 bored tunnel**." [Emphasis added]

WSDOT Directors of South, Central and North Projects AWVSR Program at NW Region's 2010 Design-Construction Conference, February 23, 24, 2010 (see attached Exhibit F):

"WSDOT suspended work between S. Royal Brougham Way and Railroad Way S., until further design is complete on the southern portal for the bored tunnel section of the central waterfront section of SR 99."

City of Seattle

Failure to conduct environmental reviews. The City of Seattle ("City"), which is listed along with the FHWA and WSDOT as being a co-lead agency for the AWVSR Program, has not actively engaged in the NEPA mandated environmental review being carried out by WSDOT for the Central Waterfront Project, the project in the Program that is the bored tunnel project. The City also has not engaged in any SEPA mandated environmental review related actions for the Program elements, in particular those that the City is listed by WSDOT as being the lead agency responsible for conducting the environmental review for the Alaskan Way surface street and promenade project, the Seawall repair or replacement project, and the Mercer West project (see attached Exhibit G); this despite the fact that the City has convened an ad hoc redevelopment agency for the Central Waterfront (see attached Exhibit H), and despite the fact that it has instituted the planning and design work for both the West Mercer Project and the Seawall replacement project.

Confirmation of City final actions to proceed with bored tunnel. Early on the City has affirmed its rejection of any Alaskan Way Viaduct replacement that is an elevated structure through legislative acts (Resolution 30960 and Ordinances 122246 and 122247 (see attached Exhibit I):

"BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE THAT: Section 1. The City reaffirms its explicit rejection of an elevated structure alternative in adopted Ordinance 122246…Section 2. The City reaffirms its findings and declaration in Ordinance 122247 (C.B. 115737) that an elevated structure alternative would be contrary to the goals and objectives of the Waterfront Concept Plan, and to many adopted City policies". Accordingly the

City has made a final decision, it has rejected the elevated replacement option, prior to the completion of either the NEPA or SEPA reviews in this matter.

Just as WSDOT prepares and issues AWVSR Program timelines that indicate that the bored tunnel project is going forward towards implementation (see attached Exhibit J), so too does the City. The Program timeline that the City maintains on its website establishes the fact that the City is proceeding with the redevelopment of the Central Waterfront (which is premised on SR 99/the Viaduct/a bored tunnel being built) through the Central Waterfront Partnership Committee ("Committee") it has convened, as well as that it is proceeding with the Seawall replacement project (see Exhibit K). The timeline also has no reference to any environmental review that the City is supposed to being conducting as part of the City's participation in the AWVSR Program. Instead the document indicates that as of even date the only City actions that are being taken are to carry the Seawall, bored tunnel, and the Central Waterfront redevelopment projects forward for construction. The City has also proceeded in concert with the Committee to go forward with an RFQ for the design work related to the Central Waterfront redevelopment project, again without benefit of any SEPA compliance (see Exhibit L Org chart).

As late as February 26, 2010 the Plaintiff has sought the compliance of the City in regards to its duty to initiate the SEPA process for those elements of the AWVSR Program it has claimed responsibility for (see attached Exhibit M), to no avail. The City by its non-response and inaction affirms its failure to fulfill its obligations under SEPA.

The City of Seattle's recently published (December, 2009) "Central City Realm Guide" (see attached Exhibit N) which it is using as a guide for the redevelopment work that the City and the Committee are doing, is consistent with internal and semi-internal WSDOT documents, the City's references in this guide regarding the bored tunnel project being implemented are unqualified – it contains numerous affirmative statements that the bored tunnel project will be built; one more indication that the City has also weighed in, made a final decision, and is taking final actions to proceed with its responsibilities in the Program which features the bored tunnel project; and again without any City of Seattle compliance with SEPA.

In 2009 the City also entered into a seven memorandums of agreement with WSDOT in order to implement the individual projects of the AWVSR Program (see attached Exhibit M2):

May 19, 2009 MOA No. GCA 5934: SR 99 Alaskan Way Viaduct Property, Environmental Remediation, Design Review, Permitting, and Construction Coordination Agreement for SR 99 South Holgate Street to South King Street Viaduct Replacement Project, Stage 1

MOA No. UT 01343: SR 99 Alaskan Way Viaduct SCL Facilities Work - for SR 99 South Holgate Street to South King Street Viaduct Replacement Project, Stage 1, Port of Seattle Property TCE Approved Easement

MOA No. UT 01342: SR 99 Alaskan Way Viaduct SPU Facilities Work - SR 99 South Holgate Street to South King Street Viaduct Replacement Project, Stage 1

September 17, 2009

MOA No. GCA 6075: SR 99 Alaskan Way Viaduct Property, Environmental Remediation, Design Review, Permitting, and Construction Coordination Agreement for SR 99 South Holgate Street to South King Street Viaduct Replacement Project, Stage 2; at § 6.2 **"The Parties anticipate, *due to the decision to construct a bored tunnel alternative,* that some urban design elements and alignment changes may be necessary."** [Emphasis added]

MOA No. UT 01394: SR 99 Alaskan Way Viaduct Replacement South Holgate Street to South King Street - Stage 2 SCL Facilities Work;

MOA No. UT 01393: SR 99 Alaskan Way Viaduct Replacement South Holgate Street to South King Street - Stage 2 SPU Facilities Work and Permanent Easement Deed - WSDOT to City of Seattle, SPU; Permanent Easement Deed - From 1201 Building, L.L.C. (Pyramid) to WSDOT for transfer to City of Seattle, SPU; Permanent Easement Deed - From Seattle Hometown Fans, L.L.C. (Fortune) to WSDOT for transfer to City of Seattle, SPU

October 27, 2009

MOA No. GCA 6366 For the Alaskan Way Viaduct and Seawall Replacement Program Bored Tunnel Alternative; § 1 thru I 1: **"IT IS MUTUALLY AGREED THAT: Jointly the STATE and CITY intend to: 1. Continue to work collaboratively toward the successful completion**

of the AWVSR Program; and 2. Endeavor to open the bored tunnel to drivers by the end of 2015; and…The STATE will be responsible for the following: 1. The Moving Forward Projects; and 2. A bored tunnel from a point just north of S. Royal Brougham Way to Harrison Street including connections to the city street system and the reconnection of John Street, Thomas Street, and Harrison Street over SR 99"

in order to formalize its collaboration with WSDOT in ensuring that the AWVSR Program proceeds and is built in accordance with the final decision made by *both* agencies – to build the bored tunnel alternative. The many references to the bored tunnel element in the MOA's are unambiguous and affirm that the tunnel is to be built. The MOA's are evidence of the City of Seattle's final actions in this matter. On December 14, 2009 the City passed Resolution 31174 (see attached Exhibit N2) affirming its commitments to the MOA's between it and WSDOT, and specifically affirmed its commitments in MOA No. GCA 6366, stating, "We support moving forward on the deep- bore tunnel as the preferred alternative for replacement of the Alaskan Way Viaduct and upholding the responsibilities set forth in the Viaduct Memorandum of Agreement (Seattle Ord. 123133). As the project manager for the deep-bore tunnel, the State has the role to implement the project on time and on budget."

Contracting and Contracting-Related Activities by WSDOT Demonstrating its Final Decision to Proceed with the Bored Tunnel Project

Additional evidence that indicates that WSDOT has made a final decision to proceed with the tunnel takes two forms, one, in the form of the contracts it is issuing for work to implement the bored tunnel project, and in the form of the magnitude of money it is investing to bring forward the bored tunnel alternative; there is no similar scale of expenditures for either of the other two alternatives that are supposedly under consideration in the NEPA review that WSDOT is carrying out (see attached Exhibit O and Exhibit P)

General Activities by WSDOT Demonstrating its Final Decision to Proceed with the Bored Tunnel Project

Conservatively, during 2009 and to-date (March 25, 2010), WSDOT has put on over 140 briefing presentations with at-large community organizations, special interest groups, government agencies, and the public in general. A review of WSDOT's PowerPoint presentations for these meetings shows that only cursory acknowledgement is given to the NEPA review process that is taking place for the Central Waterfront Project portion of the AWVSR Program, that the focus of the presentations is to demonstrate that WSDOT is proceeding with the bored tunnel project.

Exhibit Q attached hereto is a representative sample of the type of information that WSDOT conveys about what WSDOT is reviewing for the NEPA process - it indicates that the bored tunnel is being reviewed and a number of "Moving Forward" projects, but there is *no mention* of the other two alternatives that are allegedly being reviewed at the same time. The same is true in the Program timeline slides that are typically included in these presentations. Exhibit R attached hereto is a representative sample of the timeline slide; they show that the bored tunnel is the only replacement alternative being considered by WSDOT.

Minutes from internal WSDOT meetings related to the implementation of the bored tunnel project clearly indicate that a final decision has been made to proceed with the bored tunnel. Minutes from some of the WSDOT AWVSR Program briefings (see attached Exhibit S) indicate that WSDOT officials affirm to the meeting attendees that WSDOT is proceeding to build the bored tunnel project. On March 11, 2009 at a **Seattle Pedestrian Advisory Board Meeting the following notations in the minutes about WSDOT's presentation were made:**

- "John White (WSDOT) and Steve Pearce (SDOT) gave a presentation on the Alaskan Way Viaduct and Seawall Replacement Program **John:** Suite of projects – selected by tri-agencies (City of Seattle, King County, Washington state), takes broader perspective, system-wide approach, with safety fundamental to Deep bore tunnel"
- "Tunnel specifics - Stacked with 2 lanes in each direction 1 tunnel, saves money, pushes boundaries of technology Rationale: minimize disruptions, keep economy intact, traffic

flow 9,000 ft, 2 miles long Cut and cover portions at the ends 60-200 ft deep, but majority 100 ft deep"

- "Randy [meeting attendee]: Holgate to King viaduct replacement? John: Replace with 3 lanes side by side; still a structure to get over railroad; Royal Brougham to King will be reconfigured with bore tunnel, very complicated to match up, will be detours for some time but trying to minimize, lots of pressure in stadium district"

" Randy: Impact of deep boring? John: Boring machine under 1st Avenue will cause vibrations, noise; will need public outreach program to prepare people"

Since January, 2009, only token acknowledgement in the WSDOT presentations is given to the environmental review process for the Central Waterfront Project; while individually these examples may not seem to be substantive evidence of WSDOT's final actions, collectively they go to the credibility of the claim by Plaintiff, that WSDOT in fact is proceeding to implement the bored tunnel project. These WSDOT presentations are also top heavy with information about the tunnel project, and portray it as proceeding to construction. The same treatment is being given to all of the associated projects in the AWVSR Program. WSDOT presents them in its presentations that these projects are being designed and in some cases constructed so that they are consistent with the bored tunnel choice that has been made. A representative sample of a WSDOT presentation shows the situation:

- WSDOT Presentation to: Central Waterfront South Portal Working Group: South Portal Considerations, May 6, 2009; 26 pages out of 35 pages devoted to considerations about the tunnel; zero pages devoted to other two options.

Finally, after Plaintiff filed suit in U.S. District Court, WSDOT made an attempt to make its documentation appear like WSDOT was seriously considering all alternatives in the NEPA review. It took a document (see attached Exhibit T) that previously unambiguously indicated it was proceeding with the tunnel, and went back and inserted prospective words in front of every reference to the tunnel that had previously affirmed the fact of WSDOT's final decision – to proceed with the bored tunnel alternative.

CONCLUSION

For the foregoing reasons, Plaintiff Elizabeth Campbell requests that the Court deny the Defendants' motion to dismiss with prejudice.

Respectfully submitted this 26th Day of March, 2010.

/s/

Elizabeth A. Campbell
Pro Se
3826 24th Avenue W.
Seattle, WA 98199

206-769-8459

DECLARATION OF SERVICE

I declare that a true and correct copy of the following documents:

1. Plaintiff's Response in Opposition to Defendants' Motion to Dismiss.

2. Declaration of Service.

were served on the following as indicated below:

Amanda Phily, Attorney General's Office
Deborah Cade, Attorney General's Office
State of Washington
7141 Clearwater Drive SW
Tumwater WA 98501

Via Electronic Filing and Email Deliver

I declare under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct.

DATED this 26th Day of March 2010 in Seattle, Washington.

/s/

Elizabeth A. Campbell, Plaintiff
Pro Se
3826 24th Avenue W.
Seattle, WA 98199

206-769-8459

Thank you. Your document(s) has been received by the Clerk.

Confirmation Receipt

Case Number:	09-2-36276-9	**Case Designation:**	SEA
Case Title:	SEATTLE CITIZENS AGAINST THE TUNNEL ET ANO VS WA STATE TRANSPORTATION E		
Filed By:	Elizabeth Campbell	**Submitted Date/ Time:**	3/26/2010 4:31:36 PM
		Received Date/ Time:	3/29/2010 8:30:00 AM
User ID:	bethatuw	**WSBA #:**	

Document Type	File Name	Attachment(s)	Cost
ANSWER OF PLAINTIFF RE OPPOSITION TO M2DISMISS	EACResponse2MotiontoDismissFinalAcro5Ver.pdf		0.00

Print

CERTIFICATION OF ENROLLMENT

ENGROSSED SUBSTITUTE SENATE BILL 5768

Chapter 458, Laws of 2009

61st Legislature
2009 Regular Session

ALASKAN WAY VIADUCT REPLACEMENT PROJECT

EFFECTIVE DATE: 07/01/09

Passed by the Senate April 24, 2009
YEAS 39 NAYS 9

BRAD OWEN

President of the Senate

Passed by the House April 22, 2009
YEAS 53 NAYS 43

FRANK CHOPP

Speaker of the House of Representatives

Approved May 12, 2009, 2:29 p.m.

CHRISTINE GREGOIRE

Governor of the State of Washington

CERTIFICATE

I, Thomas Hoemann, Secretary of the Senate of the State of Washington, do hereby certify that the attached is **ENGROSSED SUBSTITUTE SENATE BILL 5768** as passed by the Senate and the House of Representatives on the dates hereon set forth.

THOMAS HOEMANN

Secretary

FILED

May 13, 2009

Secretary of State
State of Washington

EXHIBIT A

ENGROSSED SUBSTITUTE SENATE BILL 5768

AS AMENDED BY THE HOUSE

Passed Legislature - 2009 Regular Session

State of Washington 61st Legislature 2009 Regular Session

By Senate Transportation (originally sponsored by Senators Murray, Jarrett, Swecker, Haugen, and Kohl-Welles)

READ FIRST TIME 02/20/09.

AN ACT Relating to identifying the final design for the state route number 99 Alaskan Way viaduct replacement project as a deep bore tunnel; adding a new section to chapter 47.01 RCW; creating a new section; providing an effective date; and declaring an emergency.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

NEW SECTION. **Sec. 1.** A new section is added to chapter 47.01 RCW to read as follows:

(1) The legislature finds that the replacement of the vulnerable state route number 99 Alaskan Way viaduct is a matter of urgency for the safety of Washington's traveling public and the needs of the transportation system in central Puget Sound. The state route number 99 Alaskan Way viaduct is susceptible to damage, closure, or catastrophic failure from earthquakes and tsunamis. Additionally, the viaduct serves as a vital route for freight and passenger vehicles through downtown Seattle.

Since 2001, the department has undertaken an extensive evaluation of multiple options to replace the Alaskan Way viaduct, including an initial evaluation of seventy-six conceptual alternatives and a more detailed analysis of five alternatives in 2004. In addition to a

substantial technical review, the department has also undertaken considerable public outreach, which included consultation with a stakeholder advisory committee that met sixteen times over a thirteen-month period.

Therefore, it is the conclusion of the legislature that time is of the essence, and that Washington state cannot wait for a disaster to make it fully appreciate the urgency of the need to replace this vulnerable structure. The state shall take the necessary steps to expedite the environmental review and design processes to replace the Alaskan Way viaduct with a deep bore tunnel under First Avenue from the vicinity of the sports stadiums in Seattle to Aurora Avenue north of the Battery Street tunnel. The tunnel must include four general purpose lanes in a stacked formation.

(2) The state route number 99 Alaskan Way viaduct replacement project finance plan must include state funding not to exceed two billion four hundred million dollars and must also include no more than four hundred million dollars in toll revenue. These funds must be used solely to build a replacement tunnel, as described in subsection (1) of this section, and to remove the existing state route number 99 Alaskan Way viaduct. All costs associated with city utility relocations for state work as described in this section must be borne by the city of Seattle and provided in a manner that meets project construction schedule requirements as determined by the department. State funding is not authorized for any utility relocation costs, or for central seawall or waterfront promenade improvements.

(3) The department shall provide updated cost estimates for construction of the bored tunnel and also for the full Alaskan Way viaduct replacement project to the legislature and governor by January 1, 2010. The department must also consult with independent tunnel engineering experts to review the estimates and risk assumptions. The department shall not enter into a design-build contract for construction of the bored tunnel until the report in this section has been submitted.

(4) Any contract the department enters into related to construction of the deep bored tunnel must include incentives and penalties to encourage on-time completion of the project and to minimize the potential for cost overruns.

(5) It is important that the public and policymakers have accurate and timely access to information related to the Alaskan Way viaduct replacement project as it proceeds to, and during, construction of all aspects of the project, specifically including but not limited to information regarding costs, schedules, contracts, project status, and neighborhood impacts. Therefore it is the intent of the legislature that the state, city, and county departments of transportation establish a single source of accountability for integration, coordination, tracking, and information of all requisite components of the replacement project, which must include, at minimum:

(a) A master schedule of all subprojects included in the full replacement project or program; and

(b) A single point of contact for the public, media, stakeholders, and other interested parties.

(6)(a) The city and county departments of transportation shall be responsible for the cost, delivery, and associated risks of the project components for which each department is responsible, as outlined in the January 13, 2009, letter of agreement signed by the governor, city, and county.

(b) The state's contribution shall not exceed two billion four hundred million dollars. If costs exceed two billion four hundred million dollars, no more than four hundred million of the additional costs shall be financed with toll revenue. Any costs in excess of two billion eight hundred million dollars shall be borne by property owners in the Seattle area who benefit from replacement of the existing viaduct with the deep bore tunnel.

(7) Compression brakes may be used by authorized motor vehicles in the deep bore tunnel in a manner consistent with the requirements of RCW 46.37.395.

NEW SECTION. **Sec. 2.** The department of transportation must prepare a traffic and revenue study for a state route number 99 deep bore tunnel for the purpose of determining the facility's potential to generate toll revenue. The department shall regularly report to the transportation commission regarding the progress of the study for the purpose of guiding the commission's toll setting on the facility. The study must include the following information:

(1) An analysis of the potential diversion from state route number 99 to other parts of the transportation system resulting from tolls on the facility;

(2) An analysis of potential mitigation measures to offset or reduce diversion from state route number 99;

(3) A summary of the amount of revenue generated from tolling the deep bore tunnel; and

(4) An analysis of the impact of tolls on the performance of the facility.

The department must provide the results of the study to the governor and the legislature by January 2010.

NEW SECTION. **Sec. 3.** This act is necessary for the immediate preservation of the public peace, health, or safety, or support of the state government and its existing public institutions, and takes effect July 1, 2009.

Passed by the Senate April 24, 2009.
Passed by the House April 22, 2009.
Approved by the Governor May 12, 2009.
Filed in Office of Secretary of State May 13, 2009.

AGENDA

SR 520/Alaskan Way Viaduct Quarterly Presentations

Wednesday December 9, 2009
1:00 PM to 4:00 PM
SR 520 Project Office, Plaza 600 Bldg., Seattle
HQ Conf. Rm. SD-11, 310 W. Maple Lane, Olympia
Go To Meeting Link: https://www1.gotomeeting.com/join/639188265

Time	Subject	Description	Presenter	GNB
1:00 PM	**Safety Update, Introductions**			
1:05 PM	**Opening Remarks**		Jerry Lenzi	
1:10 PM	**HQ Program Delivery**	Quarterly Update	Jay Alexander	
	Toll Division			
1:20 PM	**Urban Partnership Agreement / Lake Washington Congestion Management**	Progress Update, Needs	Craig Stone	
	SR 520 Program			
1:35 PM	**SR 520 Bridge Replacement & HOV**	Program Overview	Julie Meredith	
	SR 520/I-5 to Medina Westside	Progress Update and Forecast	Staff	
	SR 520/Medina to SR 202 Eastside	Progress Update and Forecast	Staff	
	SR 520 Pontoon Construction	Progress Update and Forecast	Staff	
	AWV Program			
2:05 PM	**I-5/SR 161/SR 18 - Interchange**	Progress Update	Bruce Nebbitt	
2:20 PM	**SR 99 Alaskan Way Viaduct & Seawall**	Program Overview	Ron Paananen	
	SR 99/S Massachusetts to Union St. Electrical Line Relocation	Progress Update and Forecast	Staff	
	SR 99/S Holgate St to S King St	Progress Update and Forecast	Staff	
	SR 99/Central Waterfront Replacement	Progress Update and Forecast	Staff	
2:50 PM	**Wrap-Up**		Jay Alexander	
	Construction Cost Summary			
	SR 518 Third Lane **SR 519/ I-90 to SR 99 Intermodal Access** **I-5/5th Ave NE to NE 92nd St Stg 2**	Construction Cost Summary	Placeholder for notebook, no presentation	

EXHIBIT B

Washington State Department of Transportation

SR 99/Alaskan Way Viaduct - Replacement
PROGRAM ITEM NUMBERS (PINs)
SR 99/S Massachusetts St to Union St - Electrical Line Relocation (809936A)
SR 99/Lenora St to Battery St Tunnel - Earthquake Upgrade (809936B)
SR 99/Battery St Tunnel - Fire and Safety Improvement (809936C)
SR 99/S Holgate St to S King St - Viaduct Replacement (809936D)
SR 99/S King St to Lenora St - Central Waterfront Replacement (809936E)
SR 99/Viaduct Project - Transit Enhancements and Local Improvements (809936F)
SR 99/Alaskan Way Viaduct Yesler Way Vicinity - Stabilize Foundation (809936P)
SR 99/Alaskan Way Viaduct Demolition and Surface Streets (809936T, Unfunded)
SR 99/Active Traffic Management, Signs, ITS & Software (809936W)

REGION
Alaskan Way Viaduct Replacement Project

ADMINISTRATOR
Ron Paananen

CURRENT PROJECT PHASE
Pre- Construction and Construction

PROJECT DESCRIPTION
The existing seismically vulnerable Alaskan Way Viaduct is at the end of its useful life. Staged work has begun.

BUDGET COMPARISON *($ in Thousands)*

	'09-11 Expenditures					Total Project Cost			
Phase	'09-11 Budget	Last Approved (09 LEGFIN)	Current Plan (2010 Sup)	Current - Last Approved		'09-11 Budget	Last Approved (09 LEGFIN)	Est. at Completion	EAC - Last Approved
SR 99/S Massachusetts St to Union St - Electrical Line Relocation (809936A)									
PE	$1,372	$1,372	$0	-$1,372		$12,300	$12,300	$10,924	-$1,376
RW	$1,000	$1,000	$0	-$1,000		$1,498	$1,498	$497	-$1,002
CN	$7,030	$7,030	$10,923	$3,892		$45,790	$45,790	$28,295	-$17,495
Total	$9,402	$9,402	$10,923	$1,521		$59,588	$59,588	$39,716	-$19,872
SR 99/Lenora St to Battery St Tunnel - Earthquake Upgrade (809936B)									
PE	$0	$0	$0	$0		$3,294	$3,294	$3,224	-$70
RW	$0	$0	$0	$0		$0	$0	$0	$0
CN	$0	$0	$0	$0		$0	$0	$0	$0
Total	$0	$0	$0	$0		$3,294	$3,294	$3,224	-$70
SR 99/Battery St Tunnel - Fire and Safety Improvement (809936C)									
PE	$921	$921	$1,685	$764		$12,966	$12,966	$12,919	-$47
RW	$0	$0	$114	$114		$1,688	$1,688	$1,148	-$540
CN	$5,041	$5,041	$5,671	$630		$5,991	$5,991	$6,620	$629
Total	$5,962	$5,962	$7,469	$1,508		$20,644	$20,644	$20,687	$43
SR 99/S Holgate St to S King St - Viaduct Replacement (809936D)									
PE	$8,267	$8,267	$16,668	$8,401		$77,721	$77,721	$77,721	$0
RW	$53,710	$53,710	$54,358	$648		$74,784	$74,784	$73,379	-$1,406
CN	$184,859	$184,859	$185,119	$260		$385,075	$385,075	$386,481	$1,406
Total	$246,836	$246,836	$256,145	$9,309		$537,581	$537,581	$537,581	$0

Note: Highlight increases over the Last Approved amount(s) with red text. Positive amounts indicate an increase in cost.

BUDGET COMPARISON *($ in Thousands)*

	'09-11 Expenditures					Total Project Cost			
Phase	'09-11 Budget	Last Approved (09 LEGFIN)	Current Plan	Current - Last Approved		'09-11 Budget	Last Approved (09 LEGFIN)	Est. at Completion	EAC - Last Approved
SR 99/S King St to Lenora St - Central Waterfront Replacement (809936E)									
PE	$49,000	$49,000	$157,781	$108,781		$118,916	$118,916	$198,586	$79,670
RW	$92,331	$92,331	$95,850	$3,520		$163,322	$163,322	$180,995	$17,673
CN	$95,912	$95,912	$73,000	-$22,912		$1,208,429	$1,208,429	$1,520,530	$312,101
Total	$237,242	$237,242	$326,631	$89,389		$1,490,667	$1,490,667	$1,900,111	$409,444
SR 99/Viaduct Project - Transit Enhancements and Local Improvements (809936F)									
PE	$1,119	$1,119	$6,629	$5,510		$5,398	$5,398	$11,340	$5,942
RW	$0	$0	$0	$0		$0	$0	$0	$0
CN	$77,488	$77,488	$72,651	-$4,837		$96,837	$96,837	$111,016	$14,179
Total	$78,607	$78,607	$79,280	$673		$102,235	$102,235	$122,356	$20,121
SR 99/Alaskan Way Viaduct Yesler Way Vicinity - Stabilize Foundation (809936P)									
PE	$0	$0	$0	$0		$258	$258	$258	$0
RW	$0	$0	$0	$0		$72	$72	$72	$0
CN	$0	$0	$0	$0		$3,720	$3,720	$3,539	-$181
Total	$0	$0	$0	$0		$4,050	$4,050	$3,869	-$181
SR 99/Alaskan Way Viaduct Demolition and Surface Streets (809936T)									
PE	$0	$0	$0	$0		$0	$0	$0	$0
RW	$0	$0	$0	$0		$0	$0	$0	$0
CN	$0	$0	$0	$0		$0	$0	$290,667	$290,667
Total	$0	$0	$0	$0		$0	$0	$290,667	$290,667
SR 99/Active Traffic Management, Signs, ITS & Software (809936W)									
PE	$0	$0	$0	$0		$0	$0	$0	$0
RW	$0	$0	$0	$0		$0	$0	$0	$0
CN	$16,815	$16,815	$16,815	$0		$16,815	$16,815	$16,815	$0
Total	$16,815	$16,815	$16,815	$0		$16,815	$16,815	$16,815	$0
SR 99/Alaskan Way Viaduct and Seawall - Replacement EIS (809936K)									
PE	$0	$0	$0	$0		$17,730	$17,730	$17,730	$0
RW	$0	$0	$0	$0		$0	$0	$0	$0
CN	$0	$0	$0	$0		$0	$0	$0	$0
Total	$0	$0	$0	$0		$17,730	$17,730	$17,730	$0
SR 99/Alaskan Way Viaduct and Seawall - Replacement R/W (809936L)									
PE	$0	$0	$0	$0		$0	$0	$0	$0
RW	$0	$0	$0	$0		$48,505	$48,505	$48,505	$0
CN	$0	$0	$0	$0		$0	$0	$0	$0
Total	$0	$0	$0	$0		$48,505	$48,505	$48,505	$0
SR 99/Alaskan Way Viaduct and Seawall - Replacement Corridor Design (809936M)									
PE	$2,403	$2,403	$2,258	-$145		$99,558	$99,558	$99,558	$0
RW	$0	$0	$0	$0		$0	$0	$0	$0
CN	$0	$0	$0	$0		$0	$0	$0	$0
Total	$2,403	$2,403	$2,258	-$145		$99,558	$99,558	$99,558	$0
Note: Highlight increases over the Last Approved amount(s) with red text. Positive amounts indicate an increase in cost.									
Project Total	$597,267	$597,267	$699,521	$102,254		$2,400,667	**$2,400,667**	**$3,100,667**	**$700,152**

SCHEDULE COMPARISON					
Milestone	09-11 Budget	Current (incl. Pending PCRFs)	Current - '09 Budget (Mos.)	Attained	Comments
SR 99/S Massachusetts St to Union St - Electrical Line Relocation (809936A)					
Ad	April-08	May-08	1	May 27, 2008	WSDOT has completed Stage 1 scope and turned over to Seattle City Light which is responsible for Transmission Line repair and engergization
OC	November-09	December-09	1		
SR 99/Lenora St to Battery St Tunnel - Earthquake Upgrade (809936B)					
Ad	May-10	N/A	N/A		Project cancelled and funds reprogramed to Central Waterfront Replacement
OC	January-13	N/A	N/A		
SR 99/Battery St Tunnel - Fire and Safety Improvement (809936C)					
Ad	June-09	N/A	N/A		Project to be rescoped as a maintenance project. Decommissioning planned after Bored Tunnel opening.
OC	October-17	October-17	N/A		
SR 99/S Holgate St to S King St - Viaduct Replacement (809936D)					
Ad	June-09	March-09	2	March 27, 2009	Stage 1 Contract
OC	December-12	September-13	9		NB Elevated Holgate to S. Royal Brougham
SR 99/S King St to Lenora St - Central Waterfront Replacement (809936E)					
Ad	April-10	March-10	1		
OC	December-15	December-15	0		Tunnel open to Traffic: 12/2015
SR 99/Viaduct Project - Transit Enhancements and Local Improvements (809936F)					
Ad	October-08	October-08	0	October 27, 2008	4th Avenue Loop Offramp Advertisement
OC	April-13	December-12	3		by City of Seattle Oct 08
SR 99/Active Traffic Management, Signs, ITS & Software (809936W)					
Ad	April-09	April-09	0	April 6, 2009	Design Build Contractor has mobilized
OC	November-10	May-10	7		Subtantial Completion F/C for I-5 Sign Scope
Note: Highlight increases over the Last Approved dates with red text. Positive amounts indicate a delay.					

SUMMARY OF PROJECT HIGHLIGHTS

DESIGN STRATEGIES & ELEMENTS:
Governor Gregoire signed SSB 5768 into law calling for a Deep Bored Tunnel alternative along a 1st Avenue alignment. With confirmation of the new program direction, AWV initiated conceptual engineering work for the bored tunnel alternative to support both the Supplemental Draft Environmental Impact Statement - as well as the Request for Qualifications and Request for Proposal for a Design Build contract . The S. Holgate to S. King St. Viaduct Replacement Project modified its design to accommodate the Bored Tunnel alternative and removed the below-grade undercrossing of the BNSF tail track to implement a potentially more efficient design that also allows for a direct connection from Alaskan Way to East Marginal Way. The viaduct structure north of King Street will remain mostly open to traffic during construction of the bored tunnel alternative. In addition, design work culminated in advertisement for the SR99 Intelligent Transportation Systems (ITS) Projects as part of the mitigation strategy for traffic impacts; the Urban Partnership is implementing Active Traffic Management scope on Interstate 5 combined with AWV funding. The Battery Street Tunnel will be mostly open to traffic during construction of the bored tunnel but will be decommissioned in 2017 after the bored tunnel is open to traffic in 2015.

BUDGET:
Existing State and Federal funding provided by the 2009 Legislature is $2.4 billion. Previous estimates for the bored tunnel alternative were $1.9 billion, however, recent value engineering studies and estimates conducted on the program indicate an estimate-at-completion for the bored tunnel of $2.0 billion; and for the Moving Forward projects of $800 million. The $100 million increase in estimated bored tunnel alternative cost is offset by a like reduction in the estimated cost for the Holgate-to-King Viaduct Replacement Project. The additional $400 million in funding required to meet project needs will be provided by Toll Revenue bonds. Port of Seattle funding contributions of $300 million, when received, will be programmed to complete the Alaskan Way Viaduct Demolition and Surface Street Project, which will follow the opening of the bored tunnel alternative to traffic. The total program estimate at completion, including both State and Port of Seattle funding, remains at $3.1 billion.

SCHEDULE:
Electrical Line Relocation from S. Massachusetts St. to Railroad Way S is forecast to be substantially complete in early December and the facility has been turned back to Seattle City Light (SCL). WSDOT is providing support to SCL to repair an oil leak in the north end of the cable in the vicinity of University and Western Avenue. The S. Holgate to S. King Viaduct Replacement Stage 1 is 18% complete. The S. Holgate to S. King St. Viaduct Replacement Stage 2 design removed the undercrossing as described above and will be issuing a re-conformed bid set in February, 2010. On the Bored Tunnel Alternative, the base cost estimate was completed and the CEVP performed. A more efficient alignment was included as an opportunity for the CEVP. Work continues on the Supplemental Draft Environmental Impact Statement with a Record of Decision goal of Spring 2011.

SR99/ S. Holgate to S. King St. – Viaduct Replacement

Quarterly Progress Report
December 2009

SR 99 / S. Holgate St. To S. King St. – Viaduct Replacement

Accomplishments from October 1, 2009 – November 30, 2009

Stage 1 (In Construction)

- Preconstruction Survey and Building Settlement Monitoring has been completed.
- New bike and pedestrian path was opened to the public.
- Completed 26kV duct bank from Station 2+25 to Station 6+13.
- Removed underground storage tank from Port of Seattle property.
- Completed installation of duct bank across East Marginal Way to Pacific Maritime.
- Commenced installation of 26kV duct bank at south end of East Marginal Way.

Stage 2 (In Design)

- Updated railroad relocation plans, including a section that shows vertical and horizontal clearances for poles and utilities, were submitted to Burlington Northern Santa Fe (BNSF) for concurrence based on C-2A decision.
- Detention Exemption was approved by the Washington Department of Fish and Wildlife. Detention vaults under Colorado Avenue S. were removed from the design and the proof and AD plan sets.
- The Railroad Construction and Maintenance agreement with BNSF was approved and signed.
- The project was advertised for construction bids on October 26, 2009.
- Program-wide value engineering (VE) studies were held in November that resulted in recommendations to provide efficiencies and cost savings to the program. These recommendations included the following changes to the Stage 2 contract:
    - Remove the retained cut “U-Tube” and associated bridges that would have spanned over the U-Tube cut.
    - Replace the U-Tube with an elevated structure that will likewise allow for Port traffic to bypass the railroad crossing on Atlantic Street (this will be packaged as a separate contract).
    - Provide for a detour through the WOSCA property.
- Above listed Stage 2 design revisions will be issued in one or more addenda and will delay the bid opening date to March 24, 2010.

Challenges and Opportunities Over the Next 6 Months

- Reaching agreement on Railroad pre-emption at Atlantic Street with the City and BNSF.
- Completing design changes and packaging Final Addenda so Bid opening is not delayed past March 31, 2010.

SR99/ S. King St. to Lenora St. Central Waterfront Replacement

SR 99 / S. King Street to Lenora Street – Central Waterfront Viaduct Replacement

Accomplishments from October 1, 2009 – November 30, 2009

- Tunnel Corridor
  - In October, the project team held cooperating agency EIS review kickoff meetings with the Port of Seattle and King County; it also completed the first co-lead agency reviews of several discipline reports. During November the project team completed the second round of co-lead and cooperating/interested agency reviews of discipline reports. In the next 60 to 90 days, the team will continue development and co-lead review of SDEIS background information, including summary chapters, the outline, and selected appendices; and receive and utilize a revised EIS design snapshot that is expected to be completed in January 2010.
  - The team has identified preliminary locations of utility conflicts and is preparing to plan for utility relocations along the new alignment option (see below). Additionally, right-of-way and building settlement impacts along this alignment are being addressed.
  - The team met with SUE contractor and identified the first round of pothole locations along 6th Avenue and Thomas Street.
  - The team developed a geometric configuration for the new 6th Avenue tunnel alignment.
  - The team met with ROMA design group and the City to discuss Urban Design plans for Aurora Avenue and cross-street configuration.
  - The team developed south end Preliminary Construction Staging concepts, and updated the right-of-way exhibit that identifies tie-back, staging and acquisition areas.
  - The team selected consultants to provide design services for the South Access and for 1st Avenue Ground Improvements, however their scope is being revised given the selection of the new alignment option.
- Alignment
  - Various CEVP and VE workshops have been held during the summer and fall in an effort to maximize efficiencies and achieve cost savings on the bored tunnel alternative. These workshops lead to the selection of a new alignment option that is located along Alaskan Way in the South; transitions to 1st Avenue between Columbia and University; is located along 1st Avenue from University to Stewart; and then transitions to being located along 6th Avenue in the north as it connects to SR 99 at Mercer.
  - The scope of the project has changed with the realignment of the tunnel portal to 6th Avenue. The construction of the detour for SR 99 and the temporary structure on Harrison Street over SR 99 have been removed from the project.
- Request for Proposals (RFP)
  - The Design Schedule continues to be developed and revised as needed to reflect latest strategies for the construction contract packages. The tunnel bore will be design-build; all other packages will be design-bid-build. Each contract will have its own project delivery schedule and budget.
  - The geotechnical investigation program is leading to the development of a Geotechnical Baseline Report. This document is key to risk management on the bored tunnel alternative, and will accompany the RFP.

- Request for Proposals (RFP) (continued)
    - The Bored Tunnel Alternative draft RFP is in review, to include reviews conducted by the City of Seattle. The draft RFP is forecast to be complete in February, at which time the Department will be in consultations with short-listed potential proposers. The final RFP is forecast to be released in June, with proposals due to the Department in October. Award of the design-build contract for the bored tunnel alternative is forecast for January 2011.
    - Four teams submitted Statements of Qualifications (SOQ's) in response Request for Qualifications (RFQ) issued by the department in September. These SOQ's will be evaluated in December.

Challenges and Opportunities Over the Next 6 Months

- The analysis of potential effects of settlement on buildings and utilities is ongoing, as is the design of associated mitigation measures. Soil borings are planned to investigate potential for archaeological discovery.
- The EIS schedule is very aggressive and requires significant close coordination with co-lead and cooperating agencies as well as reviewers. With recent modifications to the north and south portals, the SDEIS schedule has slipped. The team is working on a revised SDEIS schedule.

Project:	AWV&SRP - SR99 BORED TUNNEL CENTRAL WATERFRONT VIADUCT REPLACEMENT						
Project Status:	PE		**Region:**	UCO	**Report Period:**	November 2009	
Project Title:	Alaskan Way Viaduct Replacement Project				**Presentation Date:**	Nov 4, 2009	
WIN:	U09936E	**Federal Funds CN:**	TBD	**TPA:**	TBD	**Nickel Project:**	TBD

PIN #	PIN Title	BMP	EMP	Sub Program
809936E	SR99 King St to Roy – Viaduct Replacement	29.89	32.83	

PE Project Engineer:	Dawn McIntosh	Designer:	Ben Rodenbough, PB America	Project Office:	AWV&SRP
Project Scope/Description:	The existing Alaskan Way Viaduct and Battery Street tunnel will be replaced with a deep bore tunnel, which follows a new alignment under 1st Avenue. The project is comprised of a deep bore tunnel containing two stacked roadway decks (northbound traffic on the bottom deck and southbound traffic on the top deck) with cut-n-cover sections at both the south and north ends. The alignment will consist of a minimum of two lanes in each direction. Both the south and north access points will contain fully directional movements connecting with the city surface street grid system.				

	Date Entered	Comments
Scope Change Date & Comments		
Project Objectives:	6/2009	Address structural safety concerns associated with the seismic vulnerability of the existing viaduct. Address traffic safety along the corridor associated with recurrent and incident related congestion Enhance a vital link in the regional transportation system
Accomplishments:	10/2009	PB Task Order CQ: CEVP Round #2 occurred in conjunction with a VE study to further define project elements for potential cost and risk reductions. PB Task Order CL, Cost Account CL.02 Civil, Design: Design Approval Package under development, with Draft due in December 2009. Interchange Plans for approval will not be required as part of the DAP by HQ. However, all known deviations will be required as part of the package approval. The Interchange Plans for approval will be required as part of the DDP for Project Development Approvals to be completed by the respective South and North Access Design Teams. PB Task Order CN Building Surveys. 97% of the building internal surveys have been scheduled. This is 287 of the 295 buildings. PB Task Order CJ Survey base mapping. This work is proceeding on schedule with base maps for the north and south expected by the end of September. \ Prepared memo to Jerry Lenzi outlining the current contract packaging proposal.
Current & Upcoming Activities:	11/2009	Task Order CQ: Finalize work efforts associated with the CEVP #2 and associated VE Study. Review and comment on Draft SEIS Discipline Reports Task Order CL, Cost Account CL.02: Enter into final completion of the Design Approval Package, including the Design Parameters, Design Variance Inventory, and Deviations. Need to revise Contract Packaging Notebook to reflect outcome of CEVP and memo to Jerry Lenzi.

Legislative & UCO Milestones	CPMS Baseline Date	Approved Trend Date	Current Forecast
Project definition complete			
Begin Pre-Construction Engineering			
30% PS&E Submittal			
60% PS&E Submittal			
90% PS&E Submittal			

100% PS&E Submittal			
Environmental Documentation Complete			
Right of Way Certification Completed			
Contract Advertisement (Ad Date)			
Contract Bid Opening			
Contract Award			
Contract Execution			
Start of Construction			
Operationally Complete			
Final Contract Completion			

MDL Ad Date:		**Ad Date CPMS File:**	(Baseline AD)	

Group and Commenter:	**Comments** GREEN YELLOW RED **PLEASE NOTE: Use red delineation only if ad date may be affected! If comment is yellow or red you must provide a remedy or course of action after initial comment.**		
Design Schedule: Dawn McIntosh	**Date**:	11-04-09	RED
Design Schedule Comments:	Design Schedule is under development for construction contract packages. The Tunnel bore will be design-build, all other packages will be design-bid-build. Each contract will have its own project delivery schedule and budget. .		
Environmental: Angela Freudenstein	**Date:**	11-24-09	RED
Environmental Comments:	The EIS schedule is very aggressive and requires significant close coordination with co-lead and cooperating agencies as well as reviewers. We are implementing a streamlined strategy to assist with this extensive coordination. The schedule relies heavily on quick reviews, resolving issues quickly and aggressive 106 and ESA consultations. With recent modifications to the north and south portals, the SDEIS schedule has slipped. We are currently working on a revised SDEIS schedule. The team is working to prepare internal and external reviewers for shorter review times (emails, schedule notifications, meetings, etc). Many items (ESA, Section 106) are on the critical path at this time.		
Env-Hydraulics & Water: Commenter	**Date:**		
Env-Hydraulics & Water Comments:			
Env-Permits: Adam Gale/Heather Page	**Date:**	11-24-09	RED
Env-Permits Comments:	**Bored Tunnel RFP**: Awaiting south portal location and tunnel alignment decision before proceeding with agency coordination. If the alignment occurs within the shoreline (within 200 feet from the shoreline) a Shoreline Substantial Development Permit from the City will be required. Follow-up meeting required with Ecology to determine if NPDES General(s) or NPDES Individual is required. NPDES Individual could cause significant delay in the DB's ability to start construction. Obtained feedback from King County and DPD on the wastewater permit/authorization and noise variance conditions for inclusion in the RFP. Received DRAFT Street Use Permit conditions from SDOT and working with AWV team and SDOT to resolve concerns and discrepancies. **North Portal**: Same as above.		
Env-Biology/ESA: Angela Freudenstein	**Date:**	11-24-09	YELLOW

Group and Commenter:	Comments GREEN YELLOW RED **PLEASE NOTE: Use red delineation only if ad date may be affected! If comment is yellow or red you must provide a remedy or course of action after initial comment.**		
Env-Biology/ESA Comments:	ESA consultation has not yet been initiated. We working to finalize Stormwater assumptions. It is likely that this project will be a formal consultation (**255** day Services review). We are working with the Services to engage them in early and often reviews of the BA prior to submittal. Design modifications to the north and south portals and corresponding slip in the SDEIS dates, have created a buffer for ESA completion. We are currently working on a revised ESA schedule.		
Right of Way: Paul Lacy/Larry Ellington	**Date:**	10/06/09	YELLOW
Right of Way Plans	5 parcels at the north portal and one parcel at the south parcel have been authorized for acquisition. The revised plan in the south, adding the WOSCA parcel, has been approved. We are expecting the revised plan for the north to be approved in early October. A Draft R/W plan for the central section should be available for review in October. This is Yellow because of the issue of acquisition prior to the ROD. An updated ROW acquisition cost estimate is being prepared for CVEP.		
Traffic: Mark Bandy	**Date:**	10/05/09	GREEN
Traffic Comments:	Transportation Discipline Report will be out for lead agency review on October 9, 2009. Preliminary traffic volumes and travel times have been shared with Seattle, Port, and King County.		
Systems: J. Sims	**Date:**	10/05/09	RED
	PB finalizing work on cross sectional systems verification including 3D rendering. PB working on section of tunnel constrained by ramp. PB has completed first draft of Chapter 2 RFP requirements and is conducting an internal review. PB has is finalizing their preliminary plans for tunnel systems. PB has completed construction estimates for systems work. PB addressing system comments on Draft Cross-section Report. PB completed fire size presentation to SFD. PB proposed reducing the design fire size from 200 to 100 MW. Awaiting comments from SFD. Submitted VE responses related to tunnel systems. Responded to SFD conditions in their letter of concurrence with the tunnel design criteria. Conducting meetings with WSDOT stakeholders for concept of operations and design criteria recommendations. Conducted meetings to establish uniform control between the proposed tunnel and existing tunnel systems. Proposal is to have proposed tunnel operate the same as ARINC system recently incorporated for the I-90 tunnels. Developing a plan of action to deal with "proprietary items", "ITS system engineering approach" and "buy America" FHWA requirements. Established RFP reviewers for system sections of Chapter 2. Setting up kickoff meeting for system reviewers. .		
Utilities: Mark Anderson	**Date:**	10/07/09	**YELLOW**

Group and Commenter:	Comments GREEN YELLOW RED **PLEASE NOTE: Use red delineation only if ad date may be affected! If comment is yellow or red you must provide a remedy or course of action after initial comment.**		
Utilities Comments:	The Ground Improvement team (KPFF) will need to coordinate with SCL to support in place the 115kV Transmission Lines 3 & 4 under Railroad Avenue Ramps by May 2011. Design changes and discussion with SCL indicates that now the transmission lines can be supported without relocation and geotechnical walls can be constructed under them. Ground Improvement contract will have to relocate utilities south of King Street before lid can be placed at street level. Construction sequencing for re-relocation of 115kV and distribution ductbanks on WOSCA needs to be finalized, now part of DB contract. Long suspension of 115kV transmission line at North Portal needs to be confirmed with SCL. Construction substation now part of DB contract, but 26kV lines serving it must be brought to WOSCA site somewhere. PB/Power Engineers investigating whether 230 kV transmission lines can be placed in tunnel for SCL. Inventory prepared for utilities potentially impacted by tunnel settlement, indicates need to reconstruct/retrofit/monitor many along First Avenue alignment. Strategies for protecting in development, meetings with City utilities being held weekly. Much work has been done on settlement of utilities in corridor, risk groupings of "A" and "B" are being developed. Current PB contract will be extended through biennium for Utilities Team to continue working in lieu of separate on-call contracts for each subconsultant.		
Agreements: Rachelle Hein	**Date:**	10/06/09	RED
Agreements Comments:	Management level discussions are underway with the City of Seattle on a master utilities agreement, of which some decisions will feed into the RFP.		
Bridge & Structure: Tim Moore	**Date:**	10/05/09	**YELLOW**
Bridge & Structures Comments:	Task CL.03 Structural Design – 26 RFP drawings of bored tunnel liner wall, interior tunnel structure, cut & cover North and South Access to be completed by 11/02. Design, drawings and criteria development at 58% complete. FLAC models checking settlement trough and internal structural forces due to seismic demand displacement. Additional development of seismic design criteria for the bored tunnel and cut & cover tunnel sections is part of this scope to be included in RFP.		
Landscape: Deb Peters	**Date:**	10/5/09	
Landscape Comments:	Weekly coordination with PB developing visual guidelines. Need further development to provide input on landscape guidelines for RFP. No scoring because no schedule or due date has been received to date.		
Materials/Geotech: Jim Struthers	**Date:**	10/6/09	YELLOW
Materials/Geotech Comments:	Phase 2 exploration borings are concluding this week with the exception of one boring with property access issues. Installation of wells for the pumping tests is underway and pumping tests will continue through late October. Requests for structural design parameters are being handled on an as-requested basis with earth pressures, liner design parameters, and settlement calculation de livered to date. Seismic design parameters currently under development. Groundwater modeling for south end dewatering andand FLAC modeling for the BNSF and EBI are underway.		
Constructability: Commenter	**Date**		
Constructability Comments			
MOT: Commenter	**Date**		
MOT Comments			
Staging: Commenter	**Date**		
Staging Comments:			
Local Programs: Commenter	**Date:**		
Local Programs Comments:			
Budget: Dawn McIntosh	**Date:**	10/5/09	RED

Group and Commenter:	Comments GREEN YELLOW RED **PLEASE NOTE: Use red delineation only if ad date may be affected! If comment is yellow or red you must provide a remedy or course of action after initial comment.**
Budget Comments:	Budget is under refinement to address VE and CEVP Study results. Intent is to have an updated budget following the mid-Oct CEVP. Note, the PE budget data, below, is for Design ($108.2M) and EIS ($15.6M) work orders. Work Order authorization includes $8M funding authorized for the EIS Work Order

Design Work Order:	XL3238 (Design), XL3460 (EIS)	**R/W Work Order:**	RW5043

Project Development Budget Summary

Legislative Final 2009	**PE**	**R/W**	**CN**	**TOTAL**
Leg. Budget Baseline Pin 1	268,170,000	181,370,000	1,041,130,000	1,490,670,000
Leg. Budget Baseline Pin 2				0
Leg. Budget Baseline Pin 3				0
Leg. Budget Baseline Pin 4				0
Leg. Budget Baseline Total				
	268,170,000	181,370,000	1,041,130,000	1,490,670,000
Production Month End 2009–Month#7	**PE**	**R/W**	**CN**	**TOTAL**
CPMS Production Win U00937K	15,600,000	0	0	15,600,000
CPMS Production Win U09936E	108,179,063	163,321,711	0	271,500,774
CPMS Production Pin 3				0
CPMS Production Pin 4				0
CPMS Production Total	123,779,063	163,321,711	0	287,100,774
	PE	**R/W**	**CN**	**TOTAL**
Current WO Authorization	55,298,614	14,862,027	0	70,160,641
Actual Expenditures	29,067,571	14,689,192	0	43,756,763
Authorized WO Remaining Balance	26,231,043	172,835	0	26,403,878
% of Current Authorized Spent	52.6%	98.8%	%	
% of Phase Complete	10%	8.0%		
Budget Confidence Level				
Current Estimate at Completion	289,100,000	181,370,000	1,429,530,000	1,900,000,000
Project Balance	1	1	1	3

Construction Project Engineer:		**Expected Construction Completion:**	
Construction Team Leader:		**Estimated Open to Traffic:**	

Scheduling Tasks

Task #	Task Name	B/L Start	B/L Finish	Sch. Start	Sch. Finish	Act. Finish	% Comp.

Washington State Department of Transportation

CONFIDENCE REPORT

Project:	**AWV Replacement Project South Access Site & 1st Avenue Preparation**						
Project Status:	PE		**Region:**	UCO	**Report Date:**	November 2009
Project Title:	AWV Replacement Project South Access Site & 1st Avenue Preparation				**Presentation Date:**	Dec 2, 2009
WIN:	U09901A	**Federal Funds CN:**	TBD	**TPA:**	TBD	**Nickel Project:**	TBD

PIN #	**PIN Title**	**BMP**	**EMP**	**Sub Program**
809936E	SR99 King St to Roy – Viaduct Replacement	29.89	32.83	

PE Project Engineer:	Bruce Nebbitt	**Designer:**	KPFF	**Project Office:**	AWV&SRP
Project Scope/Description:	The existing Alaskan Way Viaduct and Battery Street tunnel will be replaced. One of the replacement alternatives is a deep bore tunnel. This project will remove poor soils, protect and relocate utilities, and remove existing building tie backs. This work will be done in advance of the tunnel bore project to minimize the risk of design-build construction schedule delays.				

	Date Entered	**Comments**
Scope Change Date & Comments	10/16/09	Scope of consultant work finalized, for 25% design phase.
Project Objectives:	10/2009	Advance the design work to define a successful way to accomplish the work and minimize overall program risk. Bring design to 25% for inclusion in the Draft Tunnel RFP and then complete the design for the tunnel design-builder.
Accomplishments:	11/17/09	10% Design Memo was submitted by the consultant. Consultant submitted the Draft 25% Report & Plans (Nov. 2009).
Current & Upcoming Activities:	10/22/09 11/19/09	Review and comment on the RFP. Review and comment on the Draft 25% Report & Plans. Consultant to submit final Report & Plans(Complete on 12/23/09). Revisions to RFP section 2.43.

Legislative & UCO Milestones	**CPMS Baseline Date**	**Approved Trend Date**	**Current Forecast**
Project definition complete			
Begin Pre-Construction Engineering	Oct. 08, 2009		
30% PS&E Submittal	Jan. 04, 2010		
60% PS&E Submittal	N/A		
90% PS&E Submittal	N/A		
100% PS&E Submittal	Sept. 7, 2010		
Environmental Documentation Complete (ROD)	Mar. 31, 2011		
Right of Way Certification Completed	Jan. 4, 2011		
Contract Advertisement (Ad Date)	Jan. 12, 2011		
Contract Bid Opening	N/A		
Contract Award	April 2011		
Contract Execution	May 2011		
Start of Construction	May 2011		
Operationally Complete	Dec. 24, 2015		
Final Contract Completion	June 30, 2017		

MDL Ad Date:		**Ad Date CPMS File:**	(Baseline AD)	

Group and Commenter:	**Comments** GREEN YELLOW RED **PLEASE NOTE: Use red delineation only if ad date may be affected! If comment is yellow or red you must provide a remedy or course of action after initial comment.**		
Design Schedule: Jim Farris	**Date**:	11/19/09	GREEN
Design Schedule Comments:	Consultant is on schedule to complete the 25% report.		

Group and Commenter:	Comments PLEASE NOTE: Use red delineation only if ad date may be affected! If comment is yellow or red you must provide a remedy or course of action after initial comment.		GREEN YELLOW RED
Environmental:	Date:		
Environmental Comments:			
Env-Hydraulics & Water:	Date:		
Env-Hydraulics & Water Comments:			
Env-Permits:	Date:		
Env-Permits Comments:			
Env-Biology/ESA:	Date:		
Env-Biology/ESA Comments:			
Right of Way: Jim Farris	Date:	11/19/09	GREEN
Right of Way Plans	We do not need to purchase the Triangle Tavern building or move it, but we will need an easement of some kind, either for work associated with temporarily filling the areaway, or possibly subterranean.		
Traffic:	Date:		
Traffic Comments:			
Systems:	Date:		
Utilities:	Date:	10/07/09	YELLOW
Utilities Comments: Mark Anderson Jim Farris	The Ground Improvement team (KPFF) will need to coordinate with SCL to support in place the 115kV Transmission Lines 3 & 4 under Railroad Avenue Ramps by May 2011. Design changes and discussion with SCL indicates that now the transmission lines can be supported without relocation and geotechnical walls can be constructed under them. Ground Improvement contract will have to (protect or) relocate utilities south of King Street before lid can be placed at street level. Construction sequencing for re-relocation of 115kV and distribution ductbanks on WOSCA needs to be finalized, now part of DB contract. Long suspension of 115kV transmission line at North Portal needs to be confirmed with SCL. Consultant KPFF has begun coordinating with private and public utilities.		
Agreements:	Date:		
Agreements Comments:			
Bridge & Structure:	Date:		
Bridge & Structures Comments:			
Landscape:	Date:		
Landscape Comments:			
Materials/Geotech:	Date:		
Materials/Geotech Comments:			
Constructability:	Date	11/19/09	GREEN
Constructability Comments Jim Farris	This work is part of the Direct Bore contract, the contractor will need to interface with both H2K and the South Access projects. Will need to identify all interface issues in the RFP.		
MOT:	Date		
MOT Comments			
Staging:	Date		
Staging Comments:			
Local Programs:	Date:		
Local Programs Comments:			
Budget: Jim Farris	Date:	11/19/09	GREEN
Budget Comments:	The consultant billing will not show up until the next report, at which time the current scope for 25% will be mostly completed. Consultant agreement $1,304,166.		

Design Work Order:	XL3683	R/W Work Order:	RW 5109

Project Development Budget Summary

Legislative 2010 Supplemental	PE	R/W	CN	TOTAL
Leg. Budget Baseline Pin 1	7,800,000	1,00,000	0	8,800,000
Leg. Budget Baseline Pin 2				0
Leg. Budget Baseline Pin 3				0
Leg. Budget Baseline Pin 4				0
Leg. Budget Baseline Total				
	7,800,000	1,00,000	0	8,800,000
Production Month End 2009–Month#7	**PE**	**R/W**	**CN**	**TOTAL**
CPMS Production Win U09901A	0	0	0	0
CPMS Production Pin 3				0
CPMS Production Pin 4				0
CPMS Production Total	0	0	0	0
	PE	**R/W**	**CN**	**TOTAL**
Current WO Authorization	3,900,000	1,000,000	0	4,900,000
Actual Expenditures	18,731	0	0	18,731
Authorized WO Remaining Balance	3,881,269	1,000,000	0	3,881,269
% of Current Authorized Spent	0.5%	0%		
% of Phase Complete	15%	0%		
Budget Confidence Level				
Current Estimate at Completion	3,900,000	1,000,000		4,900,000
Project Balance	3,881,269	1,000,000		4,881,269

Construction Project Engineer:	TBD	Expected Construction Completion:	
Construction Team Leader:	TBD	Estimated Open to Traffic:	

Scheduling Tasks

Task #	Task Name	B/L Start	B/L Finish	Sch. Start	Sch. Finish	Act. Finish	% Comp.

Washington State Department of Transportation

CONFIDENCE REPORT

Project:	**AWV Replacement Project South Access Connection**						
Project Status:	PE		**Region:**	UCO	**Report Date:**	November 2009	
Project Title:	AWV Replacement Project South Access Connection				**Presentation Date:**	Dec 2, 2009	
WIN:	U09904A	**Federal Funds CN:**	TBD	**TPA:**	TBD	**Nickel Project:**	TBD

PIN #	**PIN Title**	**BMP**	**EMP**	**Sub Program**
809936E	SR99 King St to Roy – Viaduct Replacement	29.89	32.83	

PE Project Engineer:	Bruce Nebbitt	**Designer:**	Jacobs/WSDOT	**Project Office:**	AWV&SRP
Project Scope/Description:	This project will complete the section of at grade and elevated roadways connecting the Holgate to King project to the southern end cut and cover section of the deep bore tunnel approach alternative.				

	Date Entered	**Comments**
Scope Change Date & Comments	11/17/09	Scope of work is being reviewed. Scoping effort will support RFP (15% design).
Project Objectives:	10/23/09	Connect the Holgate to King project to the southern end of the tunnel approach.
Accomplishments:	11/17/09	Consultant submitted Scope of Work and it is currently being reviewed. Work on staging & sequencing.
	11/19/09	Submitted comments on RFP section 1 as concerns to this project. – Order of work, contractor shared access.
Current & Upcoming Activities:	11/19/09	Review RFP for possible alignment revision and update interface coordination between South Access and tunnel design-build contract.
	11/19/09	Continue working on staging & sequencing concepts. Finalize scope, negotiate hours, hold kickoff meeting.

Legislative & UCO Milestones	**CPMS Baseline Date**	**Approved Trend Date**	**Current Forecast**
Project definition complete			
Begin Pre-Construction Engineering	Nov. 01, 2009		
30% PS&E Submittal			
60% PS&E Submittal			
90% PS&E Submittal			
100% PS&E Submittal	Aug. 19, 2013		
Environmental Documentation Complete	Mar. 31, 2011		
Right of Way Certification Completed	Oct. 21, 2013		
Contract Advertisement (Ad Date)	Nov. 04, 2013		
Contract Bid Opening	Dec. 18, 2013		
Contract Award	Feb. 20, 2014		
Contract Execution	Mar. 12, 2014		
Start of Construction	Mar. 20, 2014		
Operationally Complete	Dec. 28, 2015		
Final Contract Completion	May 31, 2016		

MDL Ad Date:		**Ad Date CPMS File:**	(Baseline AD)	

Group and Commenter:	**Comments** GREEN YELLOW RED **PLEASE NOTE: Use red delineation only if ad date may be affected! If comment is yellow or red you must provide a remedy or course of action after initial comment.**		
Design Schedule: Commenter	**Date**:		
Design Schedule Comments:			
Environmental: Commenter	**Date:**		
Environmental Comments:			

Group and Commenter:	Comments PLEASE NOTE: Use red delineation only if ad date may be affected! If comment is yellow or red you must provide a remedy or course of action after initial comment.		GREEN YELLOW RED
Env-Hydraulics & Water: Commenter	Date:		
Env-Hydraulics & Water Comments:			
Env-Permits: Commenter	Date:		
Env-Permits Comments:			
Env-Biology/ESA: Commenter	Date:		
Env-Biology/ESA Comments:			
Right of Way: Jim Farris	Date:	11/19/09	GREEN
Right of Way Plans	There is a $100,000 place holder for Right of Way but there are no actual dollars budgeted for R/W.		
Traffic: Commenter	Date:		
Traffic Comments:			
Systems: Commenter	Date:		
Utilities: Commenter	Date:		
Utilities Comments:			
Agreements: Commenter	Date:		
Agreements Comments:			
Bridge & Structure: Commenter	Date:		
Bridge & Structures Comments:			
Landscape: Commenter	Date:		
Landscape Comments:			
Materials/Geotech: Commenter	Date:		
Materials/Geotech Comments:			
Constructability: Commenter	Date		
Constructability Comments			
MOT: Commenter	Date		
MOT Comments			
Staging: Commenter	Date		
Staging Comments:			
Local Programs: Commenter	Date:		
Local Programs Comments:			
Budget: Commenter	Date:		
Budget Comments:			

Design Work Order:	XL3685	R/W Work Order:	

Project Development Budget Summary

Legislative 2010 Supplemental	PE	R/W	CN	TOTAL
Leg. Budget Baseline Pin 1	22,300,000	0	112,800,000	135,100,000
Leg. Budget Baseline Pin 2				
Leg. Budget Baseline Pin 3				
Leg. Budget Baseline Pin 4				
Leg. Budget Baseline Total	22,300,000	0	112,800,000	135,100,000

Legislative 2010 Supplemental	PE	R/W	CN	TOTAL
Production Month End 2009–Month#7	**PE**	**R/W**	**CN**	**TOTAL**
CPMS Production Win U09904A	22,300,000			22,300,000
CPMS Production Win U09936E				
CPMS Production Pin 3				
CPMS Production Pin 4				
CPMS Production Total	22,300,000			22,300,000
	PE	**R/W**	**CN**	**TOTAL**
Current WO Authorization	9,300,000	0	0	9,300,000
Actual Expenditures	20707	0	0	20707
Authorized WO Remaining Balance	9,279,293	0	0	9,279,293
% of Current Authorized Spent	0.2%			
% of Phase Complete	0%			
Budget Confidence Level				
Current Estimate at Completion				
Project Balance	22,279,293			

Construction Project Engineer:	TBD	**Expected Construction Completion:**	05/3/16
Construction Team Leader:	TBD	**Estimated Open to Traffic:**	12/31/15

Scheduling Tasks

Task #	Task Name	B/L Start	B/L Finish	Sch. Start	Sch. Finish	Act. Finish	% Comp.

Project:	AWV & SRP Contract ND – North Access Utility Relocation						
Project Status:	PE		**Region:**	AWV	**Report Date:**	November 2009	
Project Title:	Viaduct project, North Access Detour				**Presentation Date:**		
WIN:	U09906A	**Federal Funds CN: TBD**		**TPA:**	TBD	**Nickel Project:**	N/A

PIN #	PIN Title	BMP	EMP	Sub Program
809936E	SR99/S King St to Lenora St, Central Waterfront Viaduct Replacement	SR 99	SR 99	

PE Project Manager:	Kirk Wilcox, PE	Designer:	WSDOT	Project Office:	588124
Project Scope/Description:	Relocation of utilities in preparation for construction of the North Access Connection of SR 99 to the bored tunnel along 6th Avenue.				

	Date Entered	Comments
Scope Change Date & Comments	11/25/09	The scope of the project changed with the realignment of the tunnel portal to 6th Avenue. The construction of the detour for SR 99 and the temporary structure on Harrison Street over SR 99 have been removed from the project.
Project Objectives:		
Accomplishments:	11/24/09	- Identified preliminary location for utility conflicts - Met with SUE contractor and identified 1st round of pothole locations along 6th and Thomas St. - Setup meeting with City utilities to discuss new alignment and impacts
Current & Upcoming Activities:		- Complete detailed PE schedule - Complete survey request for utility location on Taylor Ave and cross streets - Prepare Work Plans (Project Management Plans)

Legislative & UCO Milestones	CPM Baseline Date	Approved Trend Date	Pending Trend Date
Project definition complete			
Begin Pre-Construction Engineering	Oct 2009		
30% PS&E Submittal			
60% PS&E Submittal			
90% PS&E Submittal			
100% PS&E Submittal			
Environmental Documentation Complete			
Right of Way Certification Completed			
Contract Advertisement (Ad Date)	Jan 2011		
Contract Bid Opening			
Contract Award			
Contract Execution			
Start of Construction	Apr 2011		
Operationally Complete			
Final Contract Completion			

MDL Ad Date:		Ad Date CPMS File:	(Baseline AD) April	

Group and Commenter:	Comments		GREEN YELLOW RED
Design Schedule: Jason Biggs	**Date**:	11/24/09	GREEN
Design Schedule Comments:	Preparing draft Design schedule, submit December 1st.		
Environmental:	**Date:**		GREEN
Environmental Comments:			
Env-Hydraulics & Water:	**Date:**		GREEN
Env-Hydraulics & Water Comments:			
Env-Permits:	**Date:**		GREEN

Group and Commenter:	Comments		GREEN YELLOW RED
Env-Permits Comments:	Permits list being developed		
Env-Biology/ESA:	Date:		
Env-Biology/ESA Comments:			
Right of Way:	Date:		GREEN
Right of Way Comments:			
Traffic:	Date:		GREEN
Traffic Comments:			
Utilities: Jason Biggs	Date:	11/24/09	GREEN
Utilities Comments:	Developing list of impacted utilities for North Access project area. Need to work with Mark Anderson on format of information for City Preliminary Engineering Funding Utility agreement. Meeting has been established with the City to discuss change in alignment and anticipated utility impacts.		
Agreements:	Date:	11/24/09	GREEN
Agreements Comments:	Developing list of anticipated utility agreements for North Access project area.		
Bridge & Structure:	Date:		GREEN
Bridge & Structures Comments:			
Landscape:	Date:		
Landscape Comments:			
Materials/Geotech:	Date:		GREEN
Materials/Geotech Comments:			
Constructability:	Date		GREEN
Constructability Comments			
MOT:	Date		
MOT Comments			
Staging	Date		GREEN
Staging Comments:			
Local Programs:	Date:		
Local Programs Comments:			
Budget: Don Bullard	Date:	11/24/09	GREEN
Budget Comments:	WIN & PE Work Order created.		

Design Work Order:	XL-3686	R/W Work Order:	TBD

Project Development Budget Summary

Legislative Sup. 2010	PE	R/W	CN	TOTAL
Leg. Budget Baseline Pin 1	5,000,000	46,000,000	6,800,000	57,800,000
Leg. Budget Baseline Pin 2				
Leg. Budget Baseline Pin 3				
Leg. Budget Baseline Pin 4				
Leg. Budget Baseline Total	5,000,000	46,000,000	6,800,000	57,800,000
Production Month End 2010 – Month 04	**PE**	**R/W**	**CN**	**TOTAL**
CPMS Production Pin 1	5,000,000	46,000,000	6,800,000	57,800,000
CPMS Production Pin 2				
CPMS Production Pin 3				
CPMS Production Pin 4				
CPMS Production Total	5,000,000	46,000,000	6,800,000	57,800,000
	PE	R/W	CN	TOTAL
Current WO Authorization	2,000,000	0	0	2,000,000
Actual Expenditures	12,683	0	0	12,683

Legislative Sup. 2010	PE	R/W	CN	TOTAL
Authorized WO Remaining Balance	2,000,000	0	0	2,000,000
% of Current Authorized Spent	0.6%	%	%	
% of Phase Complete	0.5%			
Budget Confidence Level	GREEN			
Current Estimate at Completion	5,000,000	46,000,000	6,800,000	57,800,000
Project Balance	4,987,317	46,000,000	6,800,000	57,787,317

Construction Project Engineer:	Dave Lindburg	**Expected Construction Completion:**	
Construction Team Leader:		**Estimated Open to Traffic:**	

Scheduling Tasks

Task #	Task Name	B/L Start	B/L Finish	Sch. Start	Sch. Finish	Act. Finish	% Comp.

Project:	AWV & SRP Contract NA – North Access Connection						
Project Status:	PE		**Region:**	AWV	**Report Date:**	November 2009
Project Title:	Viaduct project, North Access Connection				**Presentation Date:**	
WIN:	U09907A	**Federal Funds CN: TBD**		**TPA:**	TBD	**Nickel Project:**	N/A

PIN #	PIN Title	BMP	EMP	Sub Program
809936E	SR99/S King St to Lenora St, Central Waterfront Viaduct Replacement	SR 99	SR 99	

PE Project Manager:	Kirk Wilcox, PE	**Designer:**	WSDOT	**Project Office:**	588124
Project Scope/Description:	This Contract constructs the SR99 mainline and ramps starting at the North Tunnel Portal area and extending north to where it joins SR99 at Mercer Street. This contract also includes on and off ramps at Republican Street and the extension of 6th Ave to Mercer St.				

	Date Entered	Comments
Scope Change Date & Comments	11/24/09	The scope has been revised to include: - Revision of the tunnel alignment to 6th Ave - New geometric roadway configuration connecting SR 99 from the tunnel to the Mercer St overcrossing. - Reduction of right of way impacts
Project Objectives:		
Accomplishments:	11/24/09	- Developed geometric configuration for new 6th Ave tunnel alignment. - Developed Preliminary Construction Staging Drawings - Updated R/W exhibit identifying tie-back, staging, and acquisition areas - Met with ROMA design group and City to discuss Urban Design plans for Aurora Ave. and cross street configuration.
Current & Upcoming Activities:		- Submit Work Plans on 12/1/09 - Complete detailed PE schedule - Refine Geometrics for ramp connections and 6th Ave. - Update base mapping limits for new alignment. - Prepare select EIS snapshot plans and RPF plans

Legislative & UCO Milestones	CPM Baseline Date	Approved Trend Date	Pending Trend Date
Project definition complete			
Begin Pre-Construction Engineering	Oct 2009		
30% PS&E Submittal			
60% PS&E Submittal			
90% PS&E Submittal			
100% PS&E Submittal			
Environmental Documentation Complete			
Right of Way Certification Completed			
Contract Advertisement (Ad Date)			
Contract Bid Opening			
Contract Award	Jul 2012		
Contract Execution			
Start of Construction			
Operationally Complete			
Final Contract Completion			

MDL Ad Date:		**Ad Date CPMS File:**	(Baseline AD) April	

Group and Commenter:	Comments		GREEN YELLOW RED
Design Schedule: Jason Biggs	**Date**:	11/24/09	**YELLOW**
Design Schedule Comments:	Preparing draft Design schedule and Work plan, submit December 1st.		
Environmental: Jason Biggs	**Date:**	11/24/09	**YELLOW**

Group and Commenter:	Comments		GREEN YELLOW RED
Environmental Comments:	Working with environmental group to discuss impacts to scope and schedule related to new geometric configuration. Design office to provide updated EIS Snapshot plans for portal area, finals due 1/15/10.		
Env-Hydraulics & Water:Jason Biggs	**Date:**	11/24/09	**GREEN**
Env-Hydraulics & Water Comments:	CH2MHill under contract to provide Draft TSL for corridor stormwater 12/31/09		
Env-Permits: Jason Biggs	**Date:**	10/6/09	**GREEN**
Env-Permits Comments:	Permits list being developed		
Env-Biology/ESA: TBD	**Date:**		
Env-Biology/ESA Comments:			
Right of Way: Jason Biggs	**Date:**	11/24/09	**GREEN**
Right of Way Comments:	Working with Larry on R/W needs and schedule. Will follow-up with Heather Page on Street Use permit for structure demolition conditions and timelines. Need to update limits of limited access for new configuration.		
Traffic:	**Date:**		**GREEN**
Traffic Comments:			
Utilities:	**Date:**		**GREEN**
Utilities Comments:			
Agreements: Jason Biggs	**Date:**	10/6/09	**GREEN**
Agreements Comments:	Developing list of anticipated agreements for North Access project area.		
Bridge & Structure: Jason Biggs	**Date:**	11/24/09	**GREEN**
Bridge & Structures Comments:	Identified preliminary structure location and type for new geometric configuration. Investigating tie-back requirements for shoring/cut walls and potential conflicts with building foundations.		
Landscape:	**Date:**	11/24/09	**GREEN**
Landscape Comments:	Coordination with NW Region Landscape Design. Held preliminary discussion of project work with PE office and Region Design Lead.		
Materials/Geotech: Jason Biggs	**Date:**	11/24/09	**GREEN**
Materials/Geotech Comments:	Developed Surfacing request for SR 99. Need further coordination with City of Seattle on surface street surfacing requirements.		
Constructability: Jason Biggs	**Date**	11/24/09	**GREEN**
Constructability Comments	Coordinating with DB team on interface limits between TU and NU/NA contracts. Developed preliminary construction staging plans for NA contract and Mercer Widening.		
MOT:	**Date**		
MOT Comments			
Staging: Jason Biggs	**Date**	10/6/09	**GREEN**
Staging Comments:	Developed preliminary plans for use during CEVP. Need to review and get buy-in from upper management.		
Local Programs:	**Date:**		
Local Programs Comments:			
Budget: Don Bullard	**Date:**	11/23/09	**GREEN**
Budget Comments:			

Design Work Order:	XL-3687	**R/W Work Order:**	TBD

Project Development Budget Summary

Legislative Sup. 2010	PE	R/W	CN	TOTAL
Leg. Budget Baseline Pin 1	9,900,000	0	67,700,000	77,600,000
Leg. Budget Baseline Pin 2				
Leg. Budget Baseline Pin 3				
Leg. Budget Baseline Pin 4				
Leg. Budget Baseline Total	9,900,000	0	67,700,000	77,600,000

Legislative Sup. 2010	PE	R/W	CN	TOTAL
Production Month End 200X – Month#	**PE**	**R/W**	**CN**	**TOTAL**
CPMS Production Pin 1	9,900,000	0	67,700,000	77,600,000
CPMS Production Pin 2				
CPMS Production Pin 3				
CPMS Production Pin 4				
CPMS Production Total	9,900,000	0	67,700,000	77,600,000
	PE	**R/W**	**CN**	**TOTAL**
Current WO Authorization	2,700,000	0	0	2,700,000
Actual Expenditures	23,685	0	0	23,685
Authorized WO Remaining Balance	2,676,315	0	0	2,676,315
% of Current Authorized Spent	1%	%	%	
% of Phase Complete				
Budget Confidence Level	GREEN			
Current Estimate at Completion	9,900,000	0	67,700,000	77,600,000
Project Balance	9,876,315		67,700,00	77,576,315

Construction Project Engineer:	Dave Lindberg	**Expected Construction Completion:**	
Construction Team Leader:		**Estimated Open to Traffic:**	

Scheduling Tasks

Task #	Task Name	B/L Start	B/L Finish	Sch. Start	Sch. Finish	Act. Finish	% Comp.

The Alaskan Way Viaduct & Seawall Replacement Program

Central Waterfront

South Portal Considerations

May 6, 2009

EXHIBIT C

Washington State Department of Transportation | King County | Port of Seattle | City of Seattle

Central Waterfront

South Portal Goals

- Keep people and goods moving safely on SR 99.
- Maintain freight access to and from the port and the manufacturing industrial center.
- Provide access to/from SR 99 in all directions.
- 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.

South Portal Objectives

Keep people and goods moving safely on SR 99.

- Improve safety and operations by minimizing weaving conflicts.
- Provide adequate acceleration and deceleration length.

Maintain freight access to and from the port.

- Build the Holgate to King Street replacement
- Design intersections to accommodate truck movements.
- Maintain efficient traffic operations on the SR 519 / Atlantic Street connection to East Marginal Way.

South Portal Objectives

Provide access to/from SR 99 in all directions.

- Provide direct connection between SR 99 (to the south) and Alaskan Way.
- Provide adequate capacity for traffic headed toward downtown, Northwest Seattle and the ferry terminal.
- Include new street connections to distribute traffic between Alaskan Way and First Avenue S.
- Provide connections to and from the bored tunnel.
- Provide logical routes to regional facilities, such as SR 519 and I-90.

South Portal Objectives

Maintain efficient operations on the arterial street network.

- Distribute bored tunnel traffic to multiple streets to maintain efficient operations on First Avenue.
- Move ramp traffic off of First Avenue and onto a new street connecting to Atlantic to ease congestion.
- Create new east-west streets west of First Avenue.

Enhance and/or maintain transit service in and through the SR 99 corridor.

- Provide fast and reliable transit access to and from downtown Seattle.
- Improve transit reliability through measures such as signal priority, queue jumps and transit lanes.
- Maintain access to bus stops.
- Maintain speed and reliability of routes on parallel streets.

South Portal Objectives

Improve bike and pedestrian connections to and through the area.

- Incorporate the Elliott Bay Trail into design.
- Connect the Mountains to Sound Greenway Trail to the Elliott Bay Trail.

Improve the urban character of the portal area.

- Establish a new street grid to help connect Pioneer Square to the stadium area.
- Improve the pedestrian experience along First Avenue S.
- Use land efficiently and create viable remainders that can contribute to the City’s land use vision for this area.

South Portal Objectives

Maintain access to the ferry terminal.

- Provide an easy-to-navigate and efficient access route to Colman Dock from the south.
- Design Alaskan Way to accommodate ferry traffic and traffic destined for downtown and northwest Seattle.

Open the bored tunnel to traffic in 2015.

- Engage the contracting community early.
- Coordinate the timing of the north portal, south portal and boring with other related projects.
- Utilize environmental work previously completed.

South Portal Objectives

Complete improvements within the established budget.

- Ensure design and construction estimates are in line with overall project budget.
- Minimize right of way acquisitions.

Minimize construction impacts.

- Keep SR 99 in operation during construction.
- Maintain access to downtown.
- Maintain access to properties.
- Maintain pedestrian and bicycle connections.
- Minimize disruptions to utilities.

S. Holgate to S. King St. Viaduct Replacement

- Replaces almost half of existing viaduct.
- Improves public safety, access and traffic mobility.
- Keeps traffic moving on existing viaduct during tunnel construction.
- Connects to bored tunnel and city street grid when tunnel is complete in 2015.

Preliminary Construction Phasing - 2010

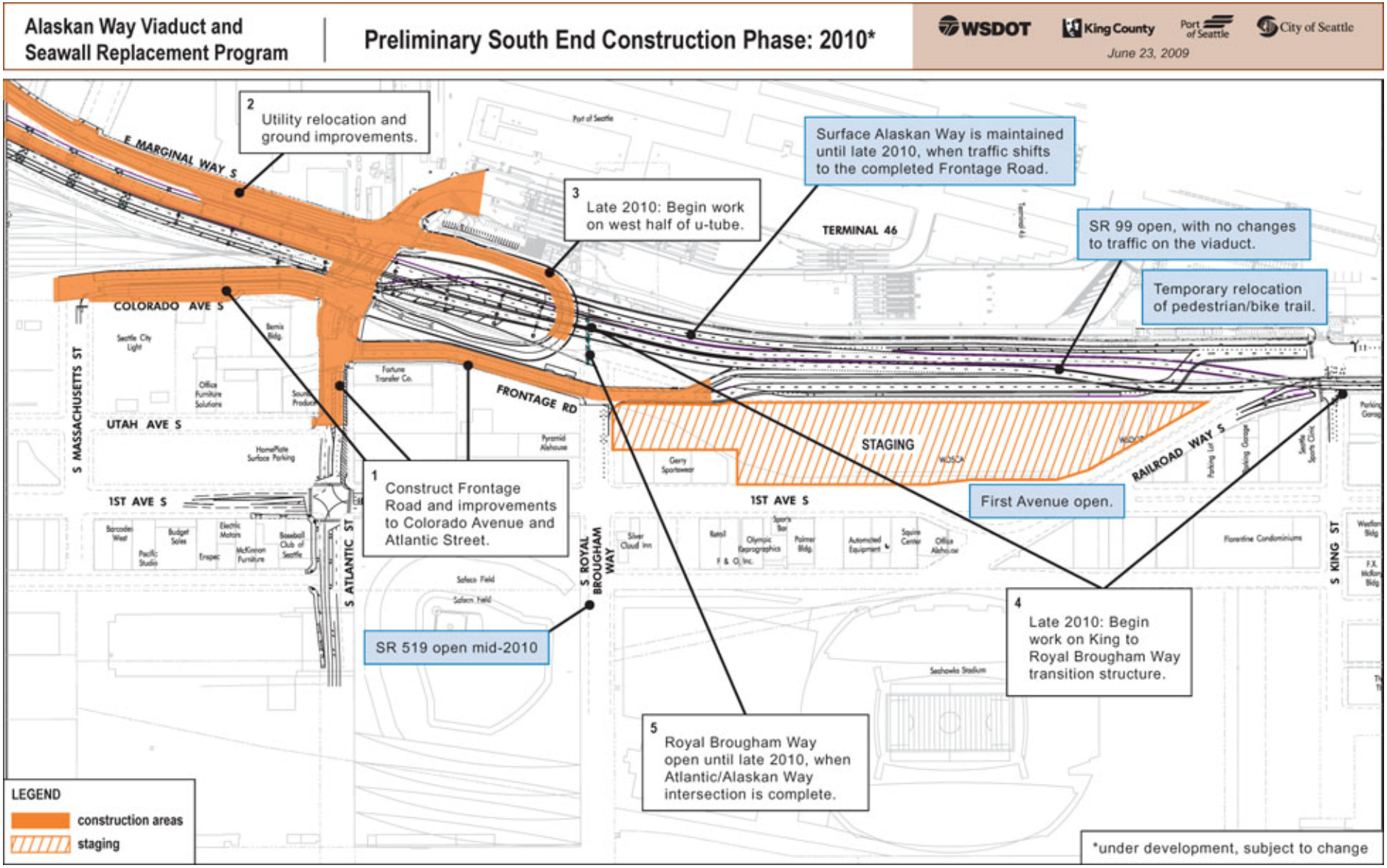
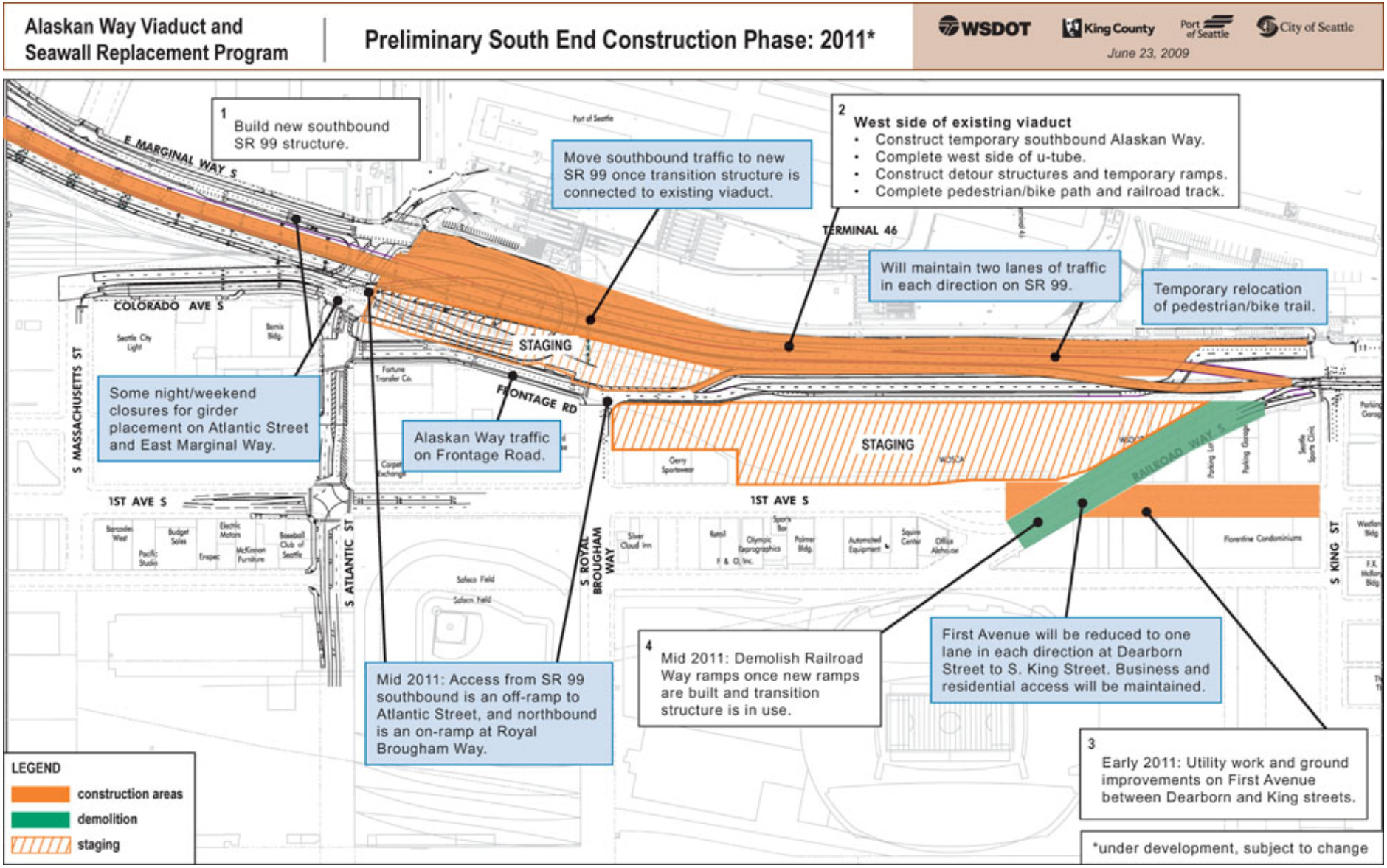
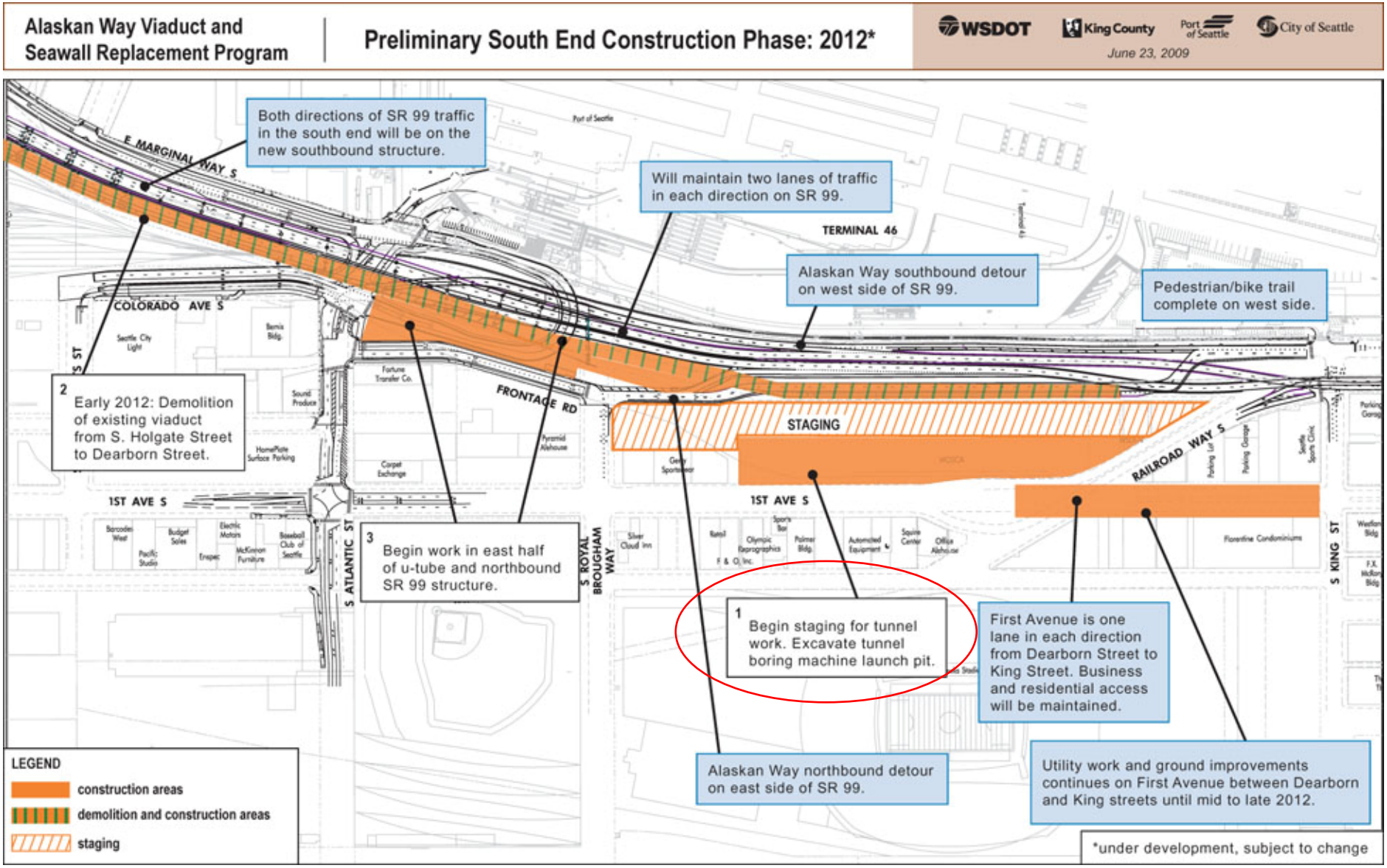


EXHIBIT D

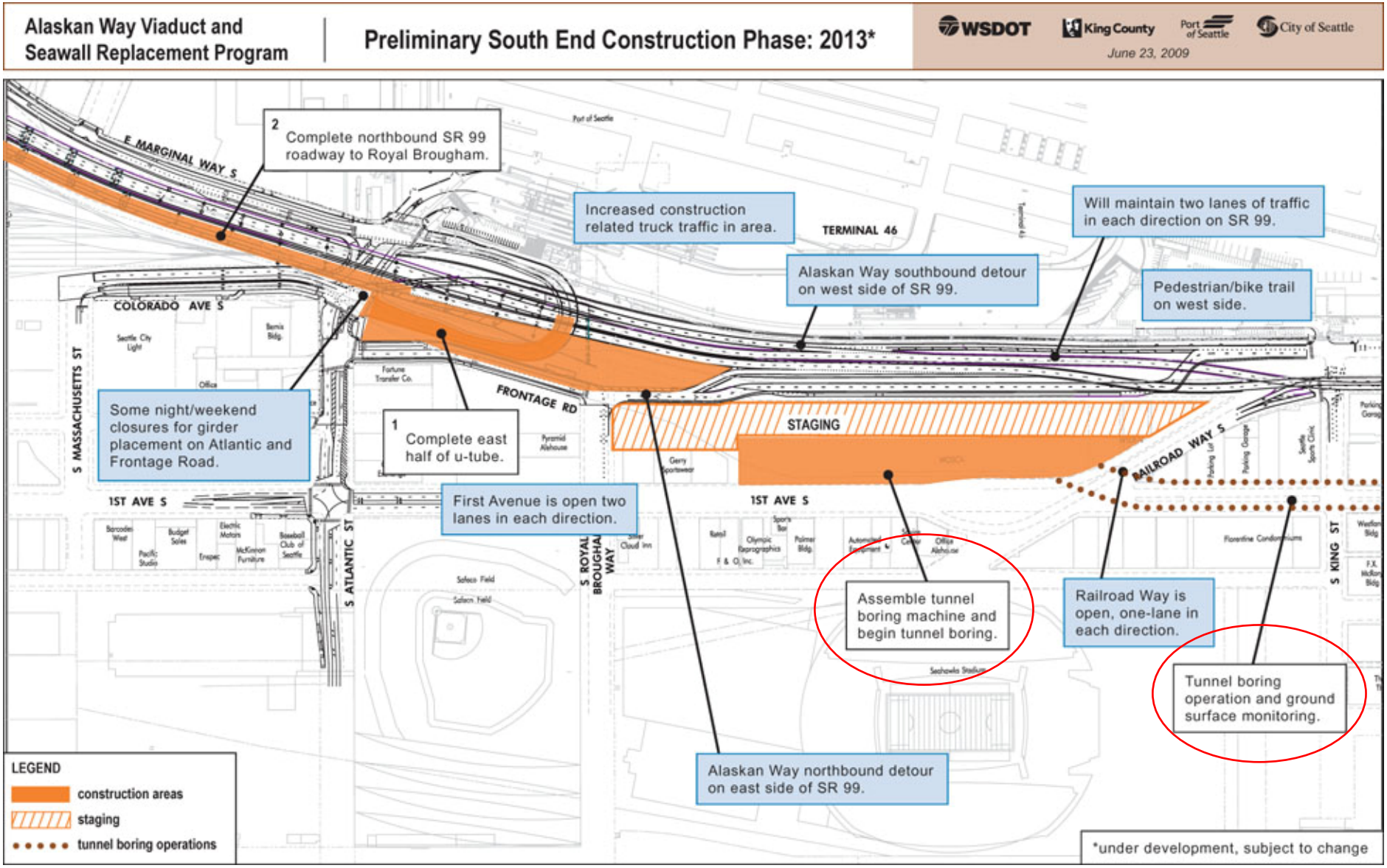
Preliminary Construction Phasing - 2011



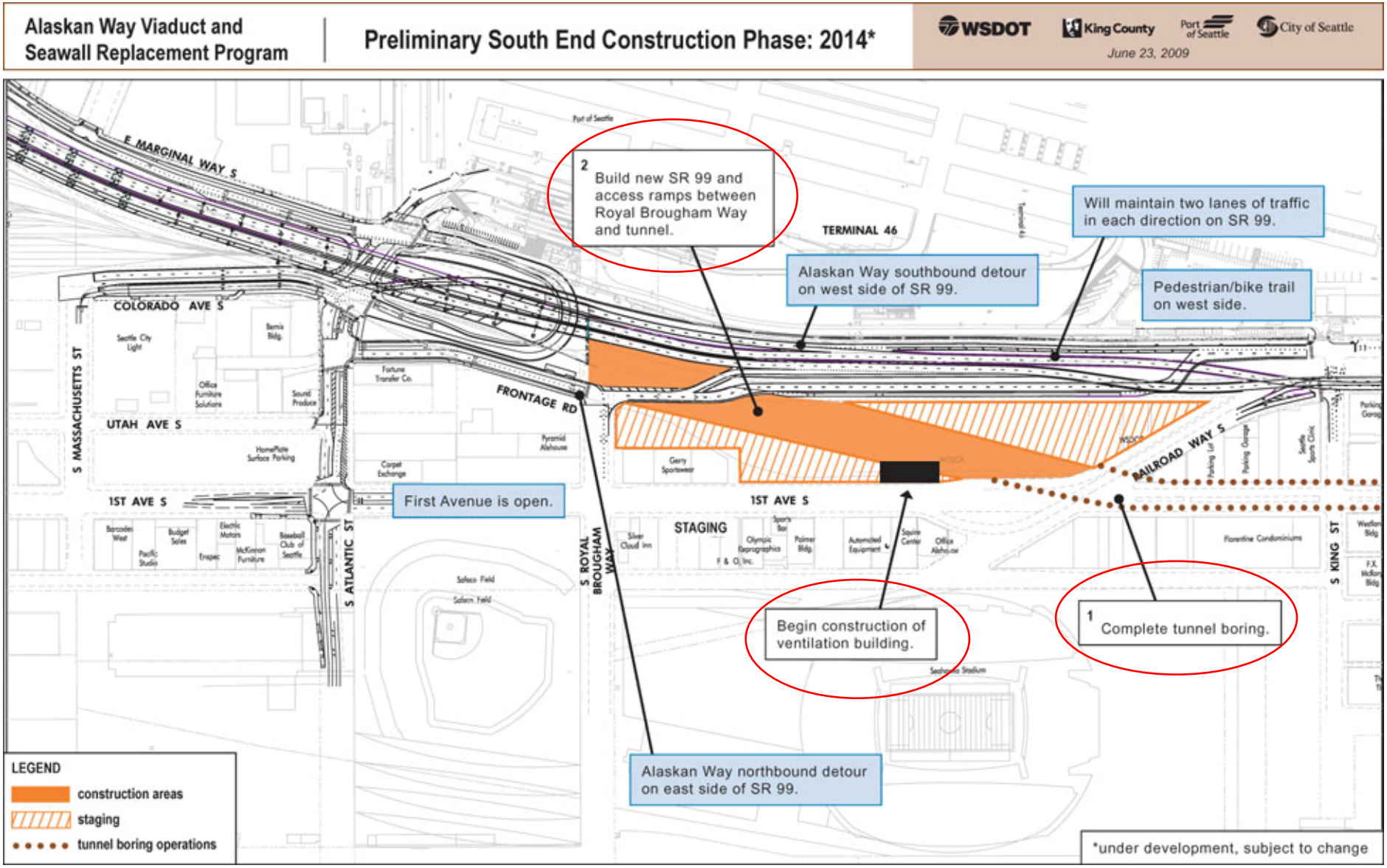
Preliminary Construction Phasing - 2012



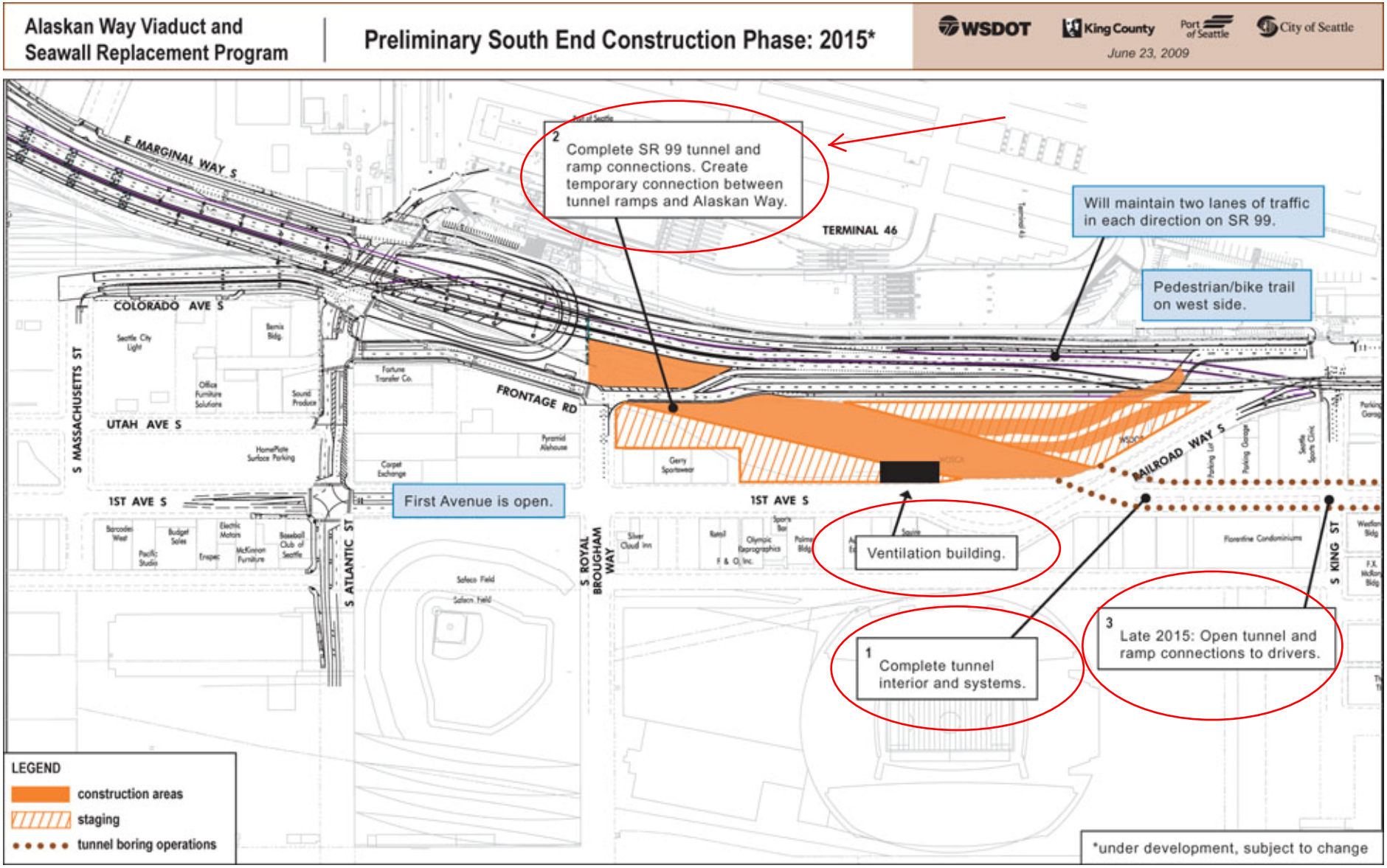
Preliminary Construction Phasing - 2013



Preliminary Construction Phasing - 2014



Preliminary Construction Phasing - 2015

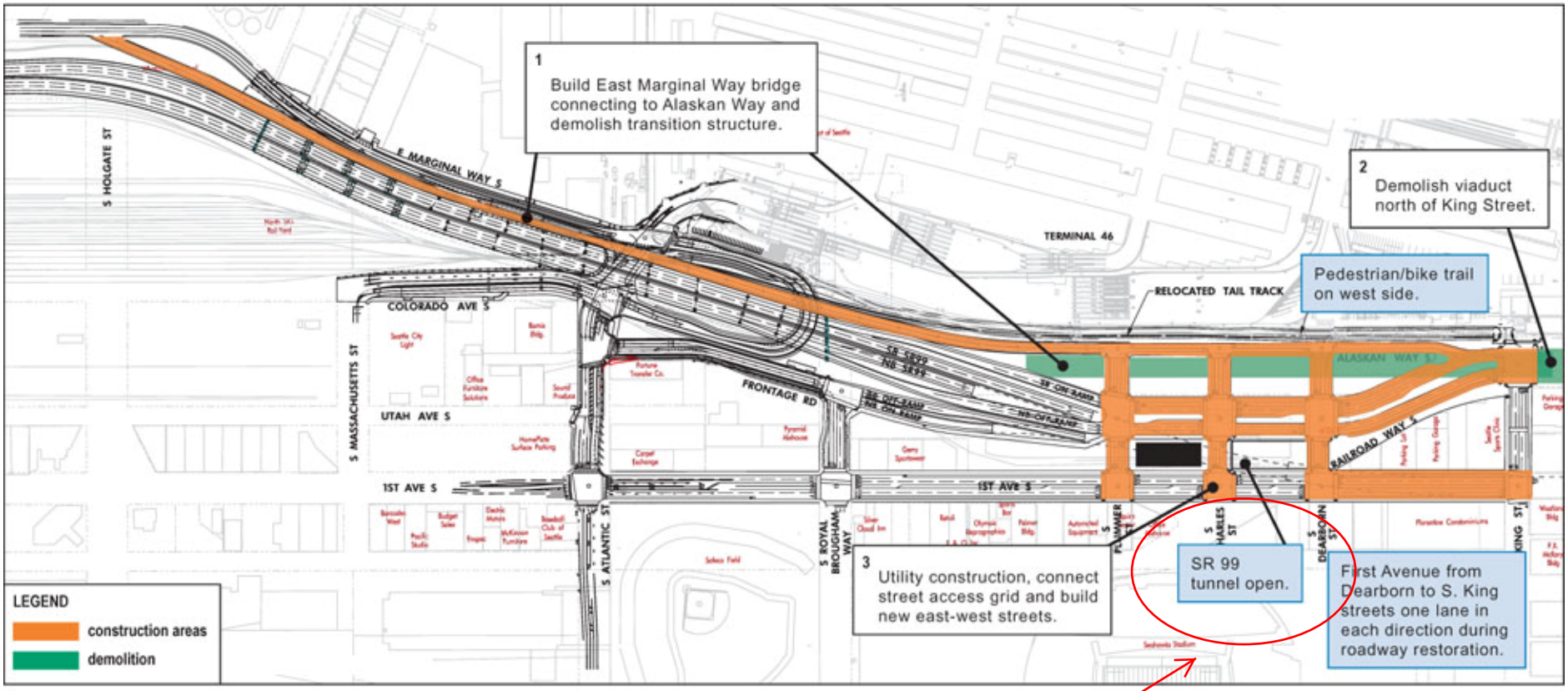


Preliminary Construction Phasing – 2016-2017

Alaskan Way Viaduct and Seawall Replacement Program | Preliminary South End Construction Phase: 2016-17*

WSDOT · King County · Port of Seattle · City of Seattle

June 23, 2009



*under development, subject to change

EXHIBIT D

Alaskan Way Viaduct
South Portal Working Group – June 3, 2009
Meeting Summary

Working Group attendees

- Jerome Cohen, West Seattle Chamber of Commerce
- Jean-Paul Page (substitute for Barbara Cole), Frye Apartments
- John Huey, Viking Bank, Duwamish Transportation Management Association (TMA)
- Richard Huie (substitute for Joyce Pisnanont), International District
- Don Newby, Burien
- John Odland, MacMillan-Piper
- Marty Oppenheimer, South Park
- Vlad Oustimovitch, West Seattle
- Lisa Quinn, Feet First
- Susan Ranf, Seattle Mariners
- Paul Schieck, Qwest Field
- Ed Shilley, Nucor Steel
- Herald Ugles, International Longshore and Warehouse Union
- Nick Wells, Pioneer Square Community Association
- Cynthia Welti, Mountains to Sound Greenway Trust

Working Group members not in attendance

- Bill Bloxom, Bloxom Company
- Al Hobart, Joint Council of Teamsters No. 28
- Ron Kieswether, Oak Harbor Freight Lines
- Mike Peringer, SODO Business Association
- Pete Spalding, Delridge
- Brent Stavig, Starbucks
- Bill Weise, Silver Cloud Inn

Agencies and staff in attendance

- Bob Chandler, Seattle Department of Transportation (SDOT)
- Mike Johnson, SDOT
- Mike Merritt, Port of Seattle
- Ron Paananen, Washington State Department of Transportation (WSDOT)
- Steve Pearce, SDOT
- Geri Poor, Port of Seattle
- Ron Posthuma, King County Department of Transportation (KCDOT)
- Bob Powers, SDOT
- John White, WSDOT

Agenda Item #1 – Welcome and Introductions

WSDOT Alaskan Way Viaduct and Seawall Replacement Program Administrator Ron Paananen welcomed everyone to the meeting. Based on feedback from the May 20 meeting, the project team looked at options for a local street connection between Alaskan Way and East Marginal Way. This local street connection is independent of the bored tunnel, which is an important

EXHIBIT E

distinction in how agencies deliver projects. Part of the meeting agenda is dedicated to talking more about the S. Holgate Street to S. King Street Viaduct Replacement Project and some preliminary concepts for connections to East Marginal Way. More analysis needs to be completed, including looking at ways to reduce impacts to adjacent properties.

Agenda Item #2 – Overview of Other Working Groups

Steve Pearce, SDOT Project Manager, provided an update on the central waterfront working group. The group has met two times to discuss the design of the waterfront street and the seawall. The design process has not started for the public areas along the waterfront.

Bob Chandler, SDOT Alaskan Way Viaduct and Seawall Replacement Project Manager, provided an update on the north portal working group. He explained the preferred north portal design concept and where connections and access points would be located. Presentation materials and design concepts for the north and central waterfront working groups are available on the program Web site at www.wsdot.wa.gov/projects/viaduct/workinggroupmaterials.htm.

The program team presented two draft videos – one showing the design concept for the bored tunnel with the proposed north and south portals and one showing the design concept for the new waterfront surface street and its connections to Elliott Avenue and Western Avenue. The videos are still being finalized and will be available on the program Web site at a later date.

Working Group Members' Questions / Comments

Herald Ugles: Is a waterfront trolley in the design? Is the roadway in front of Pier 66 two or four lanes? Will the ferry dock have north and south access or will it be one direction?
Answer: Instead of a waterfront trolley, the bored tunnel decision prioritized investment on a First Avenue streetcar. There would be two lanes in front of the aquarium and four lanes near the cruise ship terminal. We haven't planned to that level of detail for the ferry dock.

Marty Oppenheimer: Is that a final decision to not have the waterfront trolley? It's a nice waterfront amenity, and there have been some objections from businesses on First Avenue.
Answer: The plan moving forward is to include the streetcar along First Avenue and not along the waterfront.

John Odland: Are there traffic studies showing volumes coming from northwest Seattle? What about specific numbers of vehicles coming down 15th Avenue W. and Elliott Avenue and either going up to Mercer Street or going down the waterfront? It would be good to have a view of the holistic movement of goods and people.
Answer: There was a truck analysis done last fall as part of our central waterfront scenario evaluation. Further analysis will be completed as part of the environmental process. We'll work on showing the big corridor picture. To provide some context, today there are 33,000 vehicles that get on and off SR 99 at Elliott and Western avenues.

Marty Oppenheimer: Won't you have to rebuild the two-lane curved road that connects Mercer Street to Elliott Avenue to accommodate the higher levels of traffic expected to use two-way Mercer Street?

Alaskan Way Viaduct and Seawall Replacement Program

Matt Preedy &Linea Laird
Directors of South, Central and North Projects
Alaskan Way Viaduct and
Seawall Replacement Program

Northwest Region's 2010 Design-Construction Conference
Shoreline, WA
Feb. 23, 24, 2010

Washington State Department of Transportation

•Introduce yourself

EXHIBIT F

Agenda

- 2008 / 2009 activities
- Program overview – scope, schedule, budget
- Importance of CEVP and VE processes
- Construction coordination
- Begin removing the southern mile of the viaduct – Holgate to King
- Advancing proposed bored tunnel design
- Risk management

- These are the topics that will be covered in today's presentation.
- We also have some great animations to show you.

Updated Program Cost Estimate

- WSDOT will be managing to the $3.1 billion program budget, as well as reporting on each project budget.
- Estimate is based on extensive cost and risk workshops, value engineering and design changes.

Project	2009 Cost Estimate (millions)*	2010 Cost Estimate (millions)*
S. Holgate Street to S. King Street viaduct replacement	$537	$483
Other Moving Forward projects and prior expenditures	$363	$345
SR 99 bored tunnel and systems	$1,900	$1,960
Alaskan Way surface street and viaduct removal	$290	$290
Central waterfront construction mitigation	$30	$30
Total Cost Estimate	**$3,120**	**$3,108**

** Estimates reflect year of expenditure dollars.*

•Total cost is still within $3.1 billion budget including $2.8 billion in State funding and $300 million from the Port of Seattle.

•Independent subject-matter experts and cost estimators and a higher level of engineering design helped us to identify ways to offset increased cost estimates for tunnel environmental and engineering work, construction, right of way and building protection measures.

•Realized cost savings on S. Holgate Street to S. King Street Viaduct Replacement Project.

- As a result of value engineering, the money that was reduced from the south end project ($54M) keeps the program within the authorized program budget of $3.1 billion.
- Replacing the below-grade crossing at S. Atlantic Street, which is part of the S. Holgate to S. King Street viaduct replacement, with an above-grade crossing that provides the same access to the Port, needed movements for freight traffic and other drivers, at a reduced cost. The new crossing would have fewer impacts during construction and would take less time to construct.

The plan makes financial sense and will support a strong economy.

•The state, county, and city have all agreed to be part of making this solution a reality by working with their legislative bodies to fund their portions of the project. The Port of Seattle has also committed to work toward funding a portion of the project.

•**State**

•The state's component of the alternative is made up of the bored tunnel, the Alaskan Way surface street and promenade and the Moving Forward projects.

- •Moving Forward and prior expenditures = $600m (Port to contribute $300m)
- •SR 99 bored tunnel = $1.9b
- •Alaskan Way surface street and promenade = $290m
- •Construction transit service = $30m

•The bored tunnel estimated cost is $1.9 billion including risk and contingency.

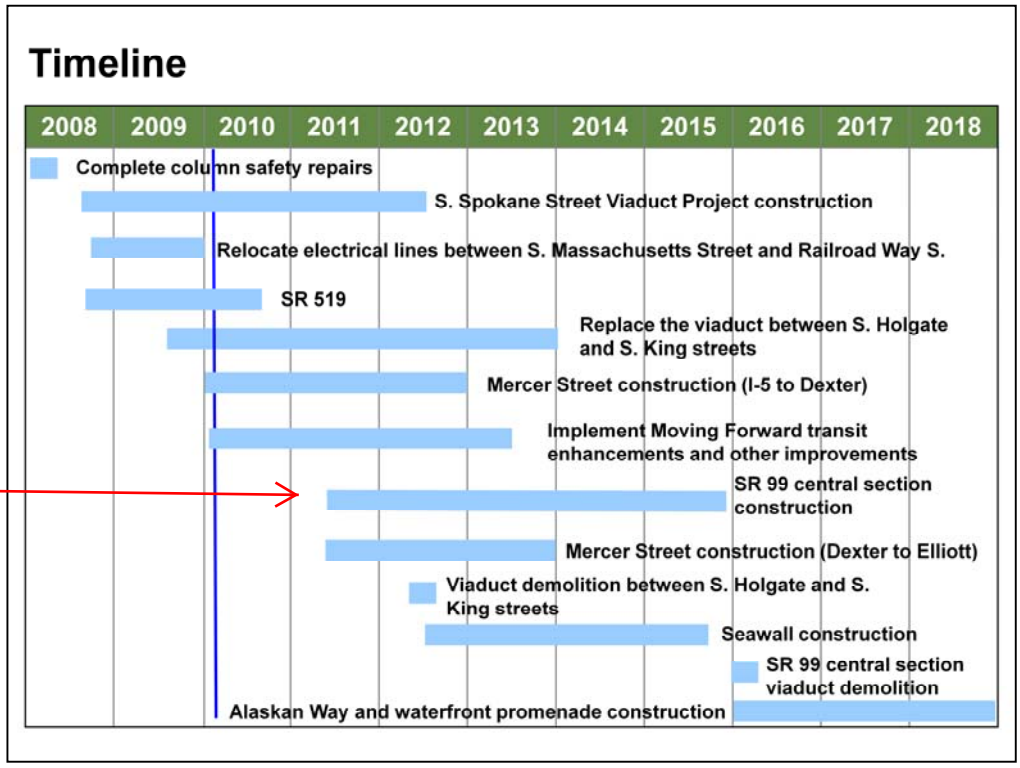
•**King County**

- •City street and transit pathways = $25m
- •Transit infrastructure and services = $115m
- •Construction transit service = $50m
- •Annual operating costs = $15m

•**City of Seattle**

- •Alaskan Way surface street and promenade = $100m
- •Central seawall = $255m
- •Utility relocation = $250
- •City streets and transit pathways = $190m
- •Transit infrastructure and services = $135m

•Each agency is responsible for their cost overruns or cost savings, which means that the state will be responsible for any tunnel overruns.



- Roadway and bridge 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.

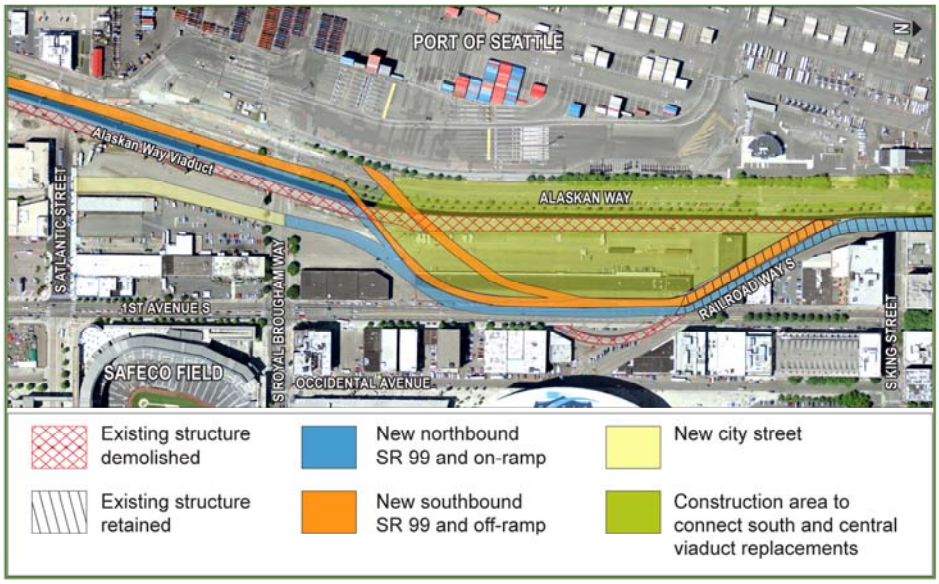
- Transit enhancements will be implemented during construction to mitigate the construction impacts; as part of the overall program, permanent transit enhancements will also be made after the bored tunnel construction is complete to provide additional ways for people to travel to and through downtown.

- Demolition of the viaduct will occur in 2016 after the proposed bored tunnel is open to traffic. The Alaskan Way surface street and waterfront promenade would then be constructed.

Replacing the South End of the Viaduct

S. Holgate Street to S. King Street Viaduct Replacement Project

SR 99 South End Detour



Speaker

- In mid-2010, crews will begin road and bridge construction to replace this section, known as the viaduct's south end, with a new side-by-side roadway. As part of this work, both directions of SR 99 traffic near the stadiums will be shifted to a detour route beginning in late 2011.

- The purpose of the detour is to connect the newly constructed south end with the existing viaduct until the replacement for the viaduct's central section, between S. King Street and the Battery Street Tunnel, is completed.

- SR 99 will be reduced to two lanes in each direction in this section. Currently, the viaduct has three lanes in each direction. The speed limit on the detour will be between 25 and 30 miles per hour

- Because portions of the existing on- and off-ramps on First Avenue S. will become part of the main SR 99 roadway, we will build new temporary ramps to maintain access to the highway throughout construction. Drivers will access northbound SR 99 via S. Royal Brougham Way; southbound SR 99 traffic will exit near S. Atlantic Street. These ramps are scheduled to open in spring 2011, prior to the detour, which will open later in the year.

- Building the detour will require crews to drive steel piles into the ground along the western half of First Avenue S near Railroad Way S. and demolish a section of the existing northbound SR 99 on-ramp. Pile-driving and connecting the detour to the existing ramps will take approximately six weeks. Ramp demolition and restoration of First Avenue S. will require an additional two months of construction. Our construction methods and schedule are designed to minimize the effects of noise, vibration and dust on the neighborhood.

Specific construction impacts include:

- Traffic on the First Avenue S. portion of the construction zone will be reduced to one lane in each direction between fall 2010 and spring 2011, and there will be periodic full closures of the street to enable crews to finish the detour more quickly. First Avenue S. traffic will be restored to two lanes in each direction in summer 2011.

- Both the northbound and southbound SR 99 ramps at Railroad Way S. will be closed for six weeks while crews modify and connect them to the new detour structure. This closure will occur in early 2011, between football and baseball season, when event traffic volumes are at their lowest.

Updated Proposed Holgate to King Cost Estimate

- Estimate is based on a higher level of engineering design, extensive cost and risk identification, value engineering and independent review of estimates.

S. Holgate to S. King Viaduct Replacement Project	2009 Cost Estimate (millions)	2010 Updated Cost Estimate (millions)*
Construction	$385	$330
Right of way costs	$75	$63
Preliminary and final design	$77	$90
Total	**$537**	**$483**

** All costs are rounded in year of expenditure dollars.*

There were cost savings in both right of way and construction that offset the bump in preliminary and final design costs.

Central Waterfront Update

SR 99 Bored Tunnel Project
Contracting Schedule

Issue Request for Qualifications	September 15, 2009
Statement of Qualifications due	November 23, 2009
Notify short-listed submitters	December 23, 2009
Issue draft Request for Proposals	February 2010
Issue final Request for Proposals	May 2010
Proposals Due	Fall 2010
Announce apparent best value	January 2011

•WSDOT will use a two-step procurement process to select a design-build contractor.

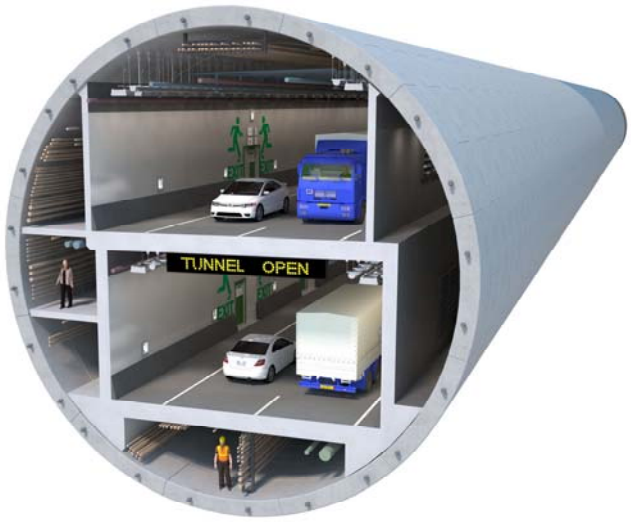
•The RFQ was issued in September and contractors submitted their qualifications for WSDOT to evaluate.

•We selected four qualified firms to continue to the second step of the process.

•WSDOT will issue a draft Request for Proposals to the qualified firms for preparation of bids.

•To ensure that no commitments are made to any alternative being evaluated in the environmental process and that each alternative will be studied fairly, WSDOT anticipates a two-phase Notice To Proceed for the design-build contractors.

Tunnel Cross Section

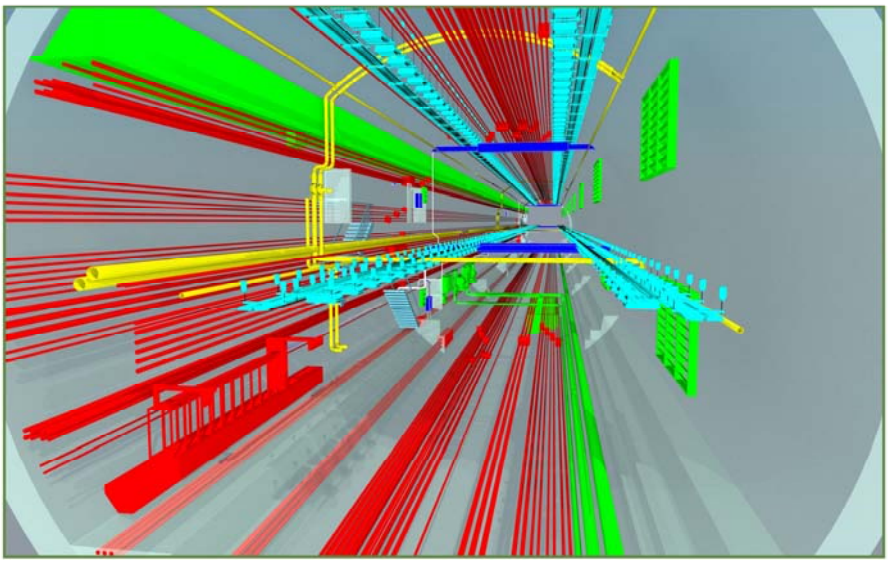


Early design concept.

- Describe the cross-section including refuge areas, utilities, lanes, ITS, etc.

- The bored tunnel will be approximately two miles long .
- We expect to begin construction in 2011 and open the tunnel to drivers in 2015.

Tunnel Systems

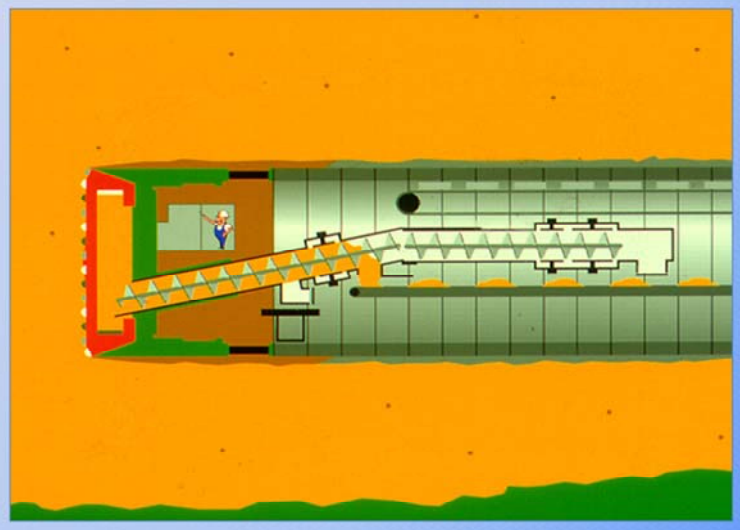


CLOSED FACE TBMs

- For use in poor ground conditions, sands, silts, soft clays below the water table
- Replaced the use of compressed air
- Controls the ground and protect the work force while installing the tunnel support.
- Two main types:
  - Slurry
  - Earth Pressure Balance

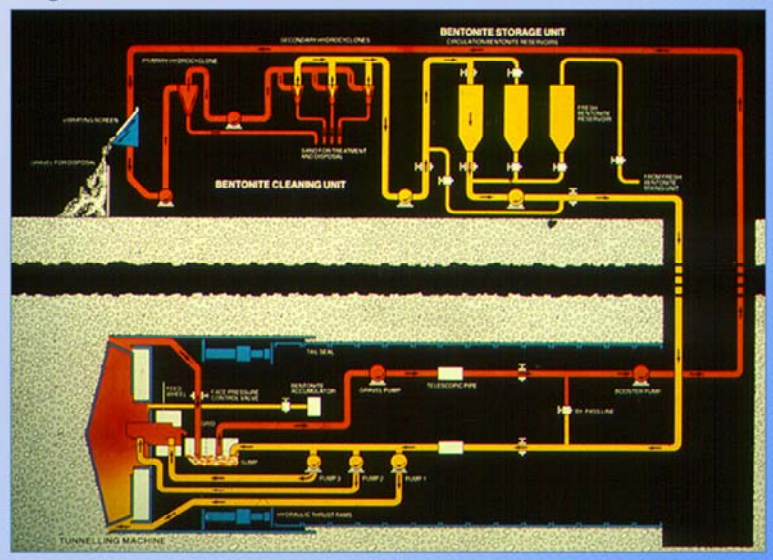
Hatch Mott MacDonald

Diagram of EPBM



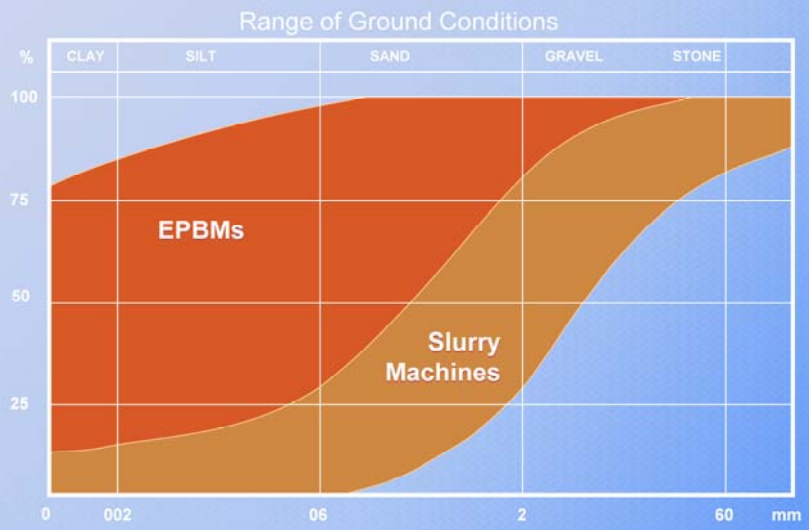
Hatch Mott MacDonald

Slurry Machine Circuit



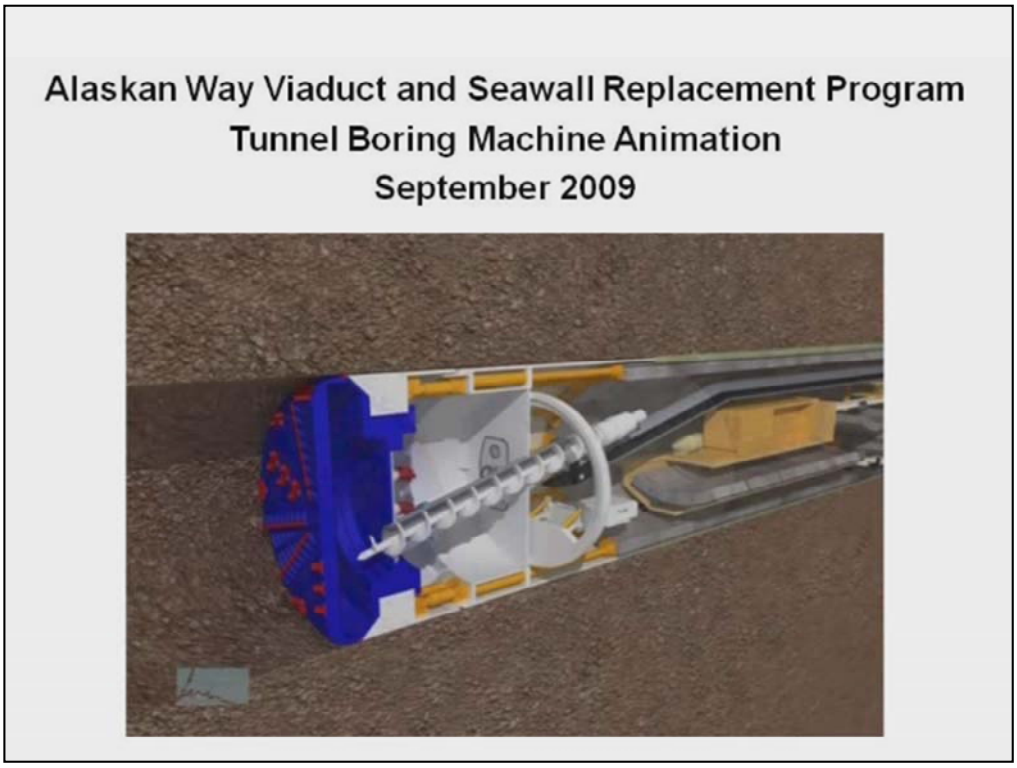
Hatch Mott MacDonald

Soil Grading Curves



Hatch Mott MacDonald

EPBM with Backup at Herrenknecht Factory

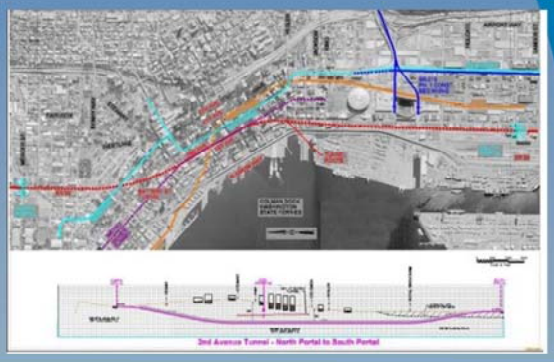


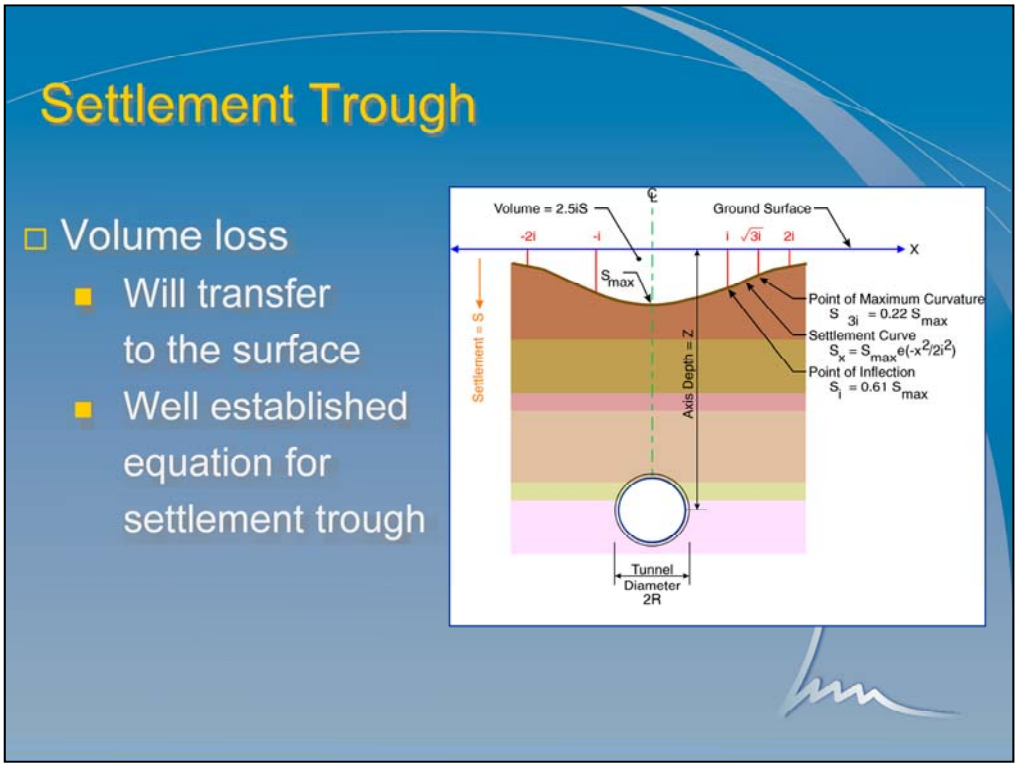
Save the video on your desktop.

Go to your desktop to run the video.

Objectives

- Minimize impacts due to tunneling:
  - Surface settlement
  - Structure cracks and deflection
  - Buried utilities





Effect on structures

Uniform settlement - no concerns

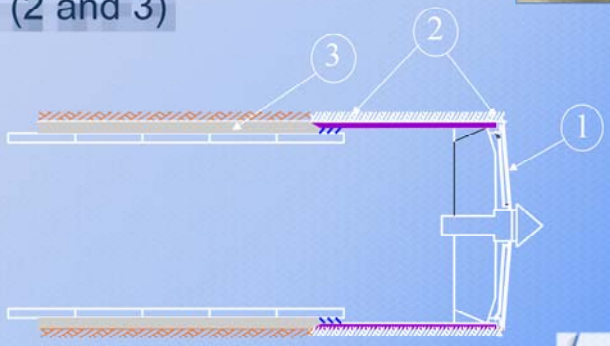
Angular distortion - causes damage due to tensile strain

1/500 - safe limit for no cracking of buildings

1/150 - potential structural damage

Sources of V_L during Tunneling

- Loss Through Face (1)
- Excessive Overcut for Steering (2)
- Filling of the Tail Void (3)
- Plowing (2 and 3)



Hatch Mott MacDonald

Instrumentation

- Measurement Objectives
  - Vertical displacements
    - Surface settlement monitors
    - Deep settlement monitors
    - Structure settlement / distortion
  - Lateral displacements
    - Ground – inclinometers
    - Structures – tilt meters
  - Water level indicators
  - Relative / absolute displacements
    - Tape / Rod Extensometers
  - Temperature effects
    - Gages / thermocouples

INSTRUMENTATION – AMSTERDAM

One of the most extensive ground monitoring surveys ever attempted is now under way in Amsterdam, years before tunnelling starts for the city's metro. David Hayward reports.

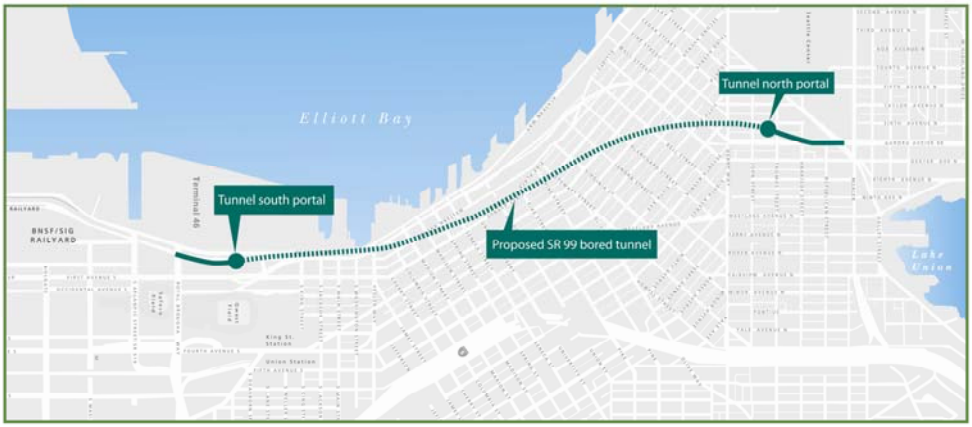
On the alert for settlement

DECEMBER 2001 Tunnels & Tunnelling International

Mitigation Measures

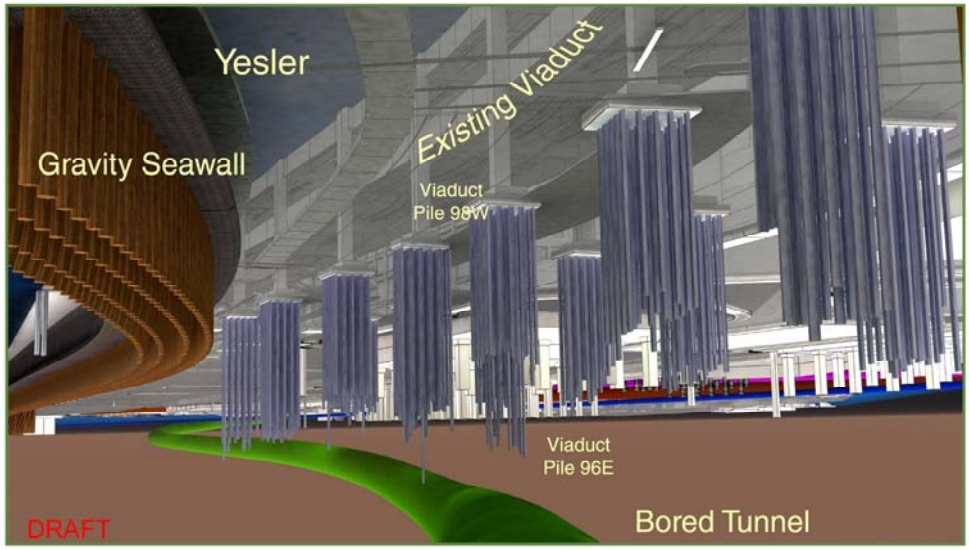
- Grouting Methods
- Freezing Methods
- Face Conditioning Agents

Proposed SR 99 Bored Tunnel Alignment

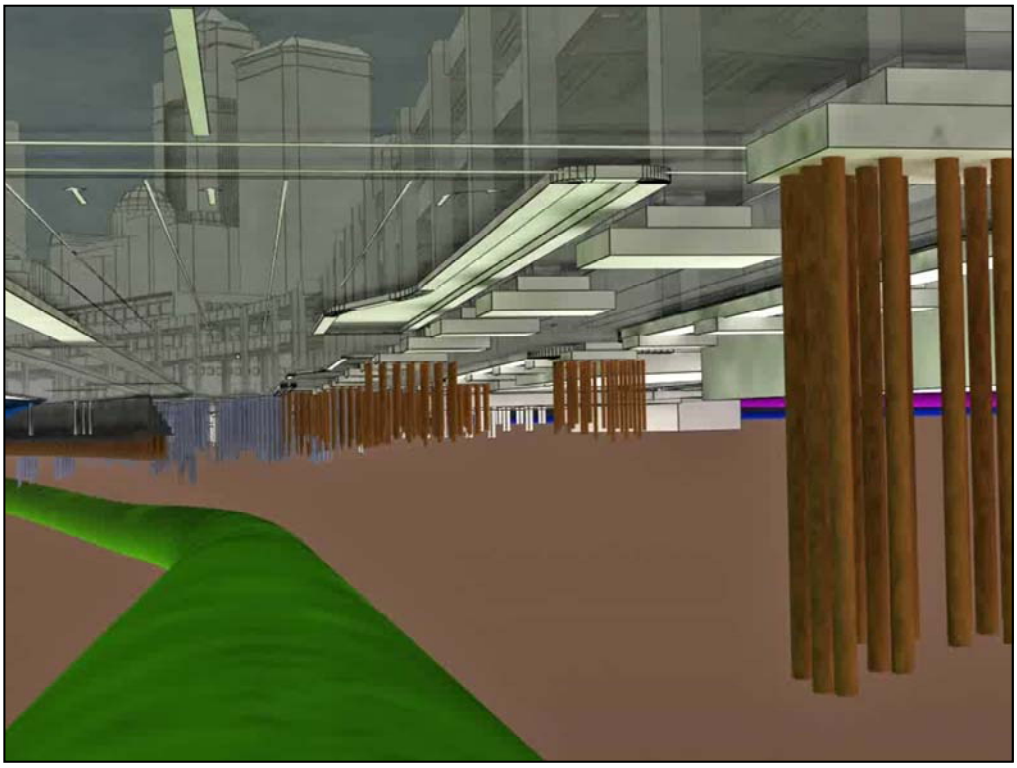


- Engineers continue to further refine the tunnel's preliminary design, including depths, grades and exact alignment.
- We anticipate the bored tunnel would be approximately two miles long connecting the stadiums area with Aurora Avenue North.
- The tunnel would have two lanes, with shoulders, in each direction and be between 60 and 200 feet underground.
- We used value engineering to evaluate a number of potential alignments for the proposed SR 99 bored tunnel.
- The proposed bored tunnel alignment begins on Alaskan Way, avoiding impacts on First Avenue through Pioneer Square, then moves toward First Avenue near Yesler Way, turns north near Stewart Street and ends at Sixth Avenue N. and Thomas Street.
- The south portal structure would be located in the vicinity of First Avenue S. between Charles and Dearborn streets.
- The north portal structure would be located in the vicinity of John and Harrison streets.
- Designed to 2,500 year earthquake standard.

Underground View



- This underground view shows the bored tunnel in green alongside the existing underground infrastructure.
- From this image, you can see that the tunnel is inland from the seawall and adjacent to the existing viaduct's structural supports, at one point crossing under them.



South Portal

- This image shows the updated portal with additional landscaping added as well.
- Describe the traffic movements – northbound, southbound, entering the tunnel, accessing downtown street grid, etc.

South Portal

- This image shows the updated portal with additional landscaping added as well.
- Describe the traffic movements – northbound, southbound, entering the tunnel, accessing downtown street grid, etc.

North Portal

- Current north portal design.
- Point out the Gates Foundation campus.
- Describe movements – connection to downtown grid, entrance to tunnel, ramps, etc.

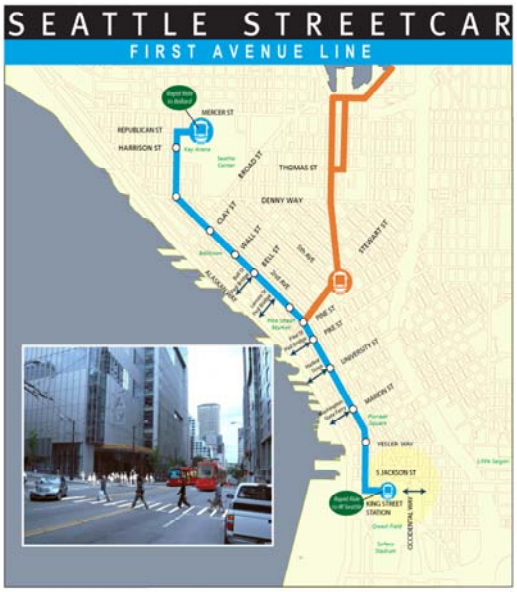
- The bored tunnel alternative is made up of more than just the bored tunnel.

- It includes a new Alaskan Way along the waterfront, as well as a pedestrian promenade. It also includes improvements to several city streets including Mercer and Spokane streets, and increased transit service.

Back Pocket

First Avenue Streetcar

- Connects to the First Hill Streetcar.
- Connects to Ballard and West Seattle RapidRide lines.
- Connects to Amtrak, Commuter Rail and Light Rail at King Street Station.
- Provides easy access to Colman Dock.
- Connects major activity centers: Seattle Center, Pike Place Market and the stadium area.



- Connects to the existing South Lake Union Streetcar and the Sound Transit-funded First Hill Streetcar.
- Connects to King County Metro's RapidRide bus rapid transit lines to Ballard and West Seattle.
- Connects to Amtrak, Commuter Rail and Light Rail at King Street Station.
- Easy access to Washington State Ferries.
- Connects major activity centers including Seattle Center, Pike Place Market and Seahawks/Mariners stadium area.
- Expected to carry 4 million riders per year, comparable to Portland Streetcar and San Francisco Embarcadero Line.
- $135 M, including 8-vehicle fleet capable of providing service every 6 minutes.

Transit Service Enhancements

Transit enhancements will provide important mobility during and after construction and are critical to the success of the bored tunnel solution.

- Enhanced service to accommodate demand
  - Additional bus service
  - First Ave. Streetcar
- Access to downtown
- Construction mitigation
- Environment

Transit is also critical to the success of this alternative.

Enhanced service to accommodate demand

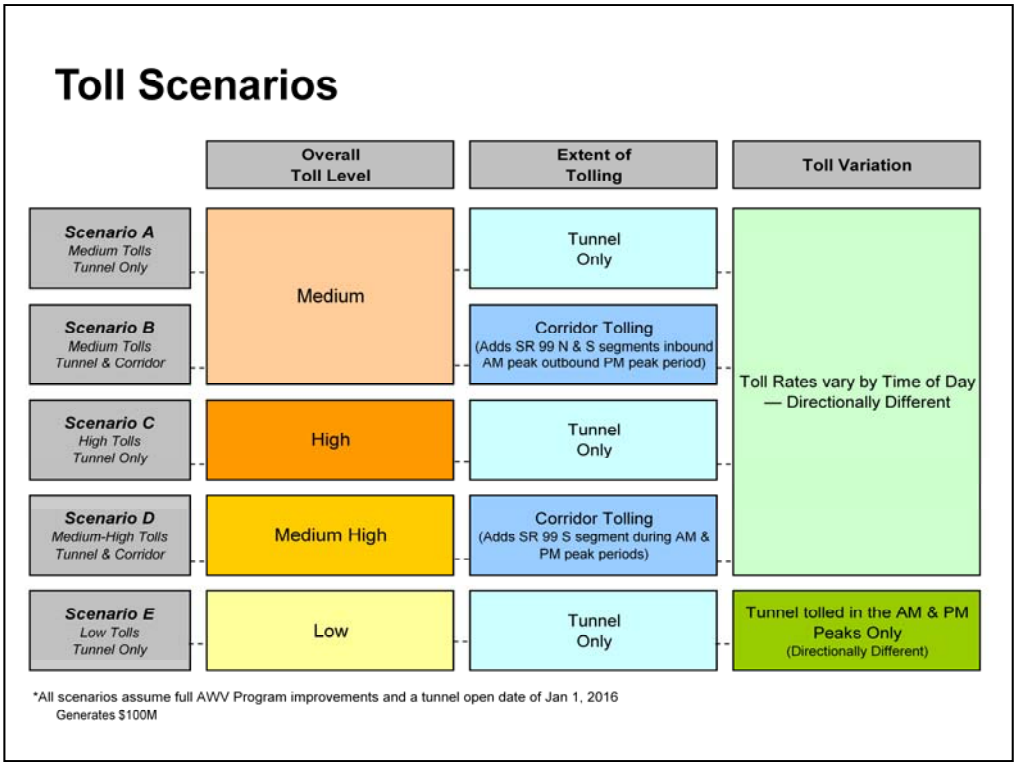
- Expanded transit will be needed to accommodate increases in travel demand that will come with the expected growth in the region. Buses are projected to provide between 34 and 39 percent of all morning peak period trips to downtown. Without improved transit, many of these trips will be taken by other means such as private vehicle. The increased transit service proposed is consistent with the city and region's growth policies.

Access to downtown

- The bored tunnel will provide a through route for traffic to bypass downtown Seattle. With this alternative, SR 99 will no longer have mid-town ramps at Seneca and Columbia or at Elliott and Western. The AWV transit package includes capital projects such as transit priority pathways to help transit provide fast, reliable service to and from downtown Seattle. These capital improvements along with expanded bus service are needed to provide the public with quick reliable options traveling to and from downtown.

Construction mitigation

- Transit is essential to keep people moving during construction. As part of the Moving Forward projects, King County Metro received $32 million for transit service to keep people moving during construction in particular the south end construction. The construction impacts of the central waterfront and the other elements such as the seawall are not determined at this time.



Paananen

•Five scenarios looked at various toll rates from low to high.

•We also analyzed tolling only the bored tunnel and potentially segments of SR 99 north and south of the tunnel.

- Segments were from the Aurora Bridge, south to the bored tunnel, and from Spokane Street, north to the bored tunnel.

•In addition to capital costs, this also covers maintenance and operations.

•*Note: The date in the footnote is Jan. 1, 2016 for revenue generation purposes. The tunnel would open to drivers in late 2015.*

Relocate Electrical Lines

- Relocated electrical lines to locations east of the viaduct between Massachusetts and Railroad Way.
- Installed two man-hole vaults between Atlantic and Royal Brougham.
- Installed conduit between Atlantic and Royal Brougham.

Construction: September 2008 – December 2009

Status: Complete

- As the city has grown up around the viaduct, so has the web of utility lines that weave around and under it. These lines need to be moved to better protect downtown's power supply in the event of an earthquake, and to prepare us for taking down the viaduct south of S. King Street.
- The project began in September 2008 and will take a little more than one year to complete.
- We do not anticipate any power outages for this work. The electrical systems are redundant. Even if one line must be shut down temporarily, it would not affect the city's power supply.
- Currently, ELR construction crews have work happening at all areas of the project site. The site runs between S. Massachusetts Street to the south and Railroad Way, S. to the north and between the viaduct to the west and to about a half a block east of the viaduct.
- Crews are currently trenching along Colorado Avenue S. between S. Massachusetts Street and S. Atlantic Street. Crews have built a temporary by-pass road for freight traffic which will be opened starting Monday, March 2. Colorado Avenue S. will be closed to through traffic, but drivers will still be able to access the Bemis Building parking lot. Southbound freight traffic must use the temporary bypass road and northbound freight traffic must use Utah Avenue S. Drivers will notice a series of traffic revisions on Colorado Avenue S. for the next three months and should pay close attention to the signed detour.
- In the staging area between S. Atlantic Street and S. Royal Brougham Way, crews are installing conduit and have also already installed two manhole vaults.
- Crews have relocated water lines and installed conduit under S. Royal Brougham Way and will repave that section of road this week.
- WSDOT suspended work between S. Royal Brougham Way and Railroad Way S., until further design is complete on the southern portal for the bored tunnel section of the central waterfront section of SR 99. However, crews have already shored and excavated for one vault and have removed abandoned railroad lines from the old WOSCA property.
- Additional work will be needed to relocate some of the remaining lines between Railroad Way S. and Union Street and others between Railroad Way South and electrical vaults on S. Washington Street and Yesler Way. The exact location, method and schedule for relocating these electrical lines will depend on the solution chosen for the viaduct's central waterfront section.

Separation Plant

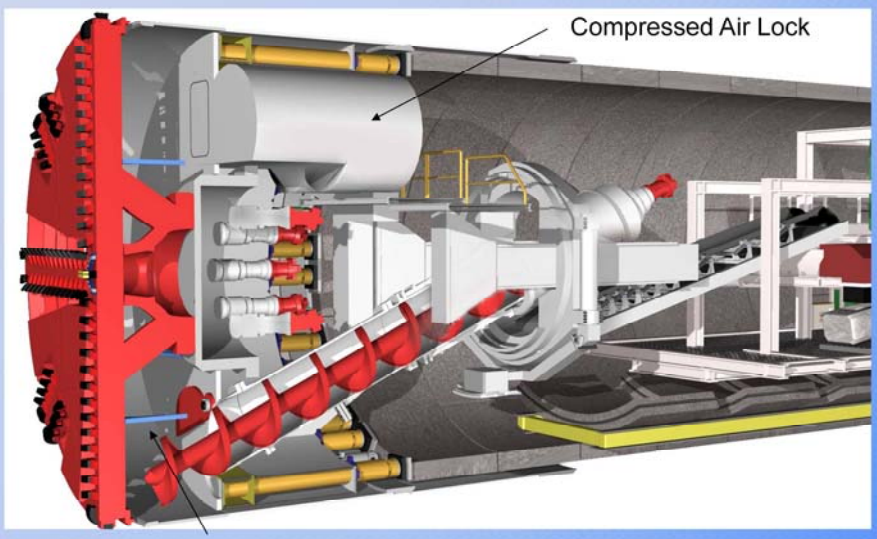
Hatch Mott MacDonald

Earth Pressure Balance Machines

- Developed by Japanese in mid 1970's
- Needed to broaden the range of applicable ground conditions
- Much simpler than the Slurry Machine
- Face supported by conditioned excavated material
- Excavated material removed from the face with a screw conveyor and transported by train or conveyor.
- Has to some extent replaced the use of Slurry Machines

Hatch Mott MacDonald

Access to Chamber and Cutter Head



Hatch Mott MacDonald

Installing the Gaskets

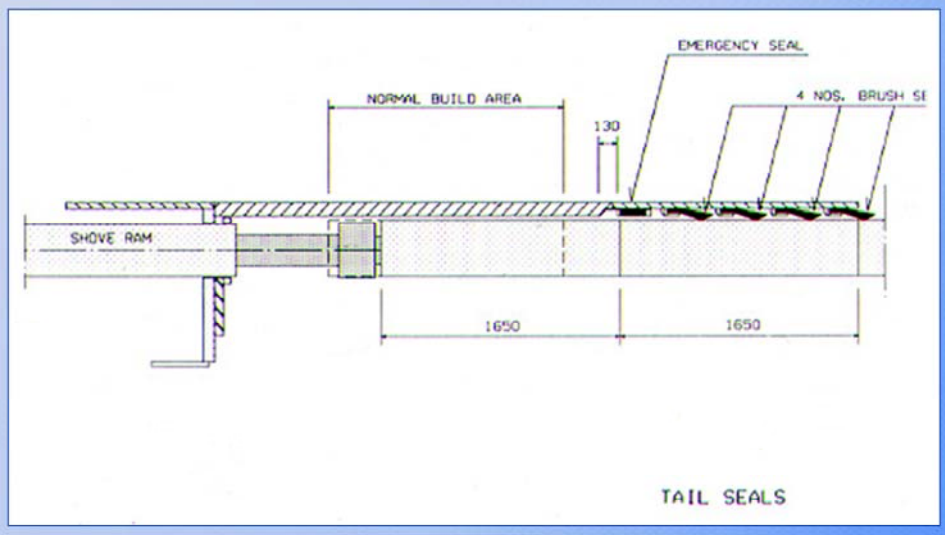
Hatch Mott MacDonald

Mechanical Segment Erector

Hatch Mott MacDonald

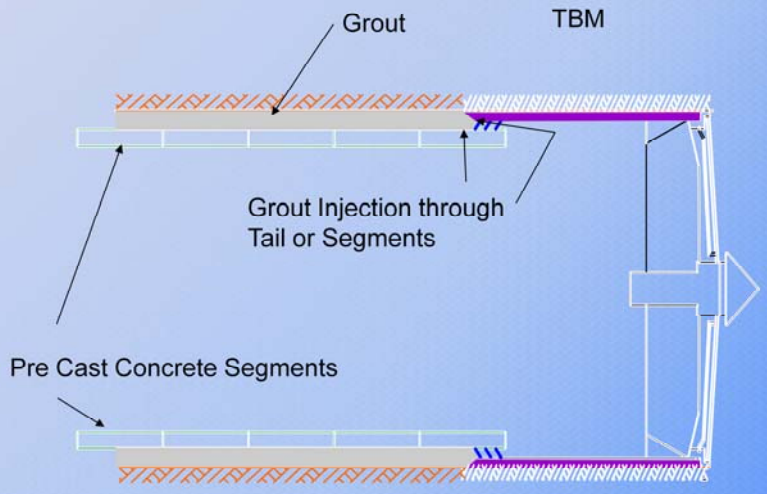
Vacuum Segment Erector

EPBM Tail Seal



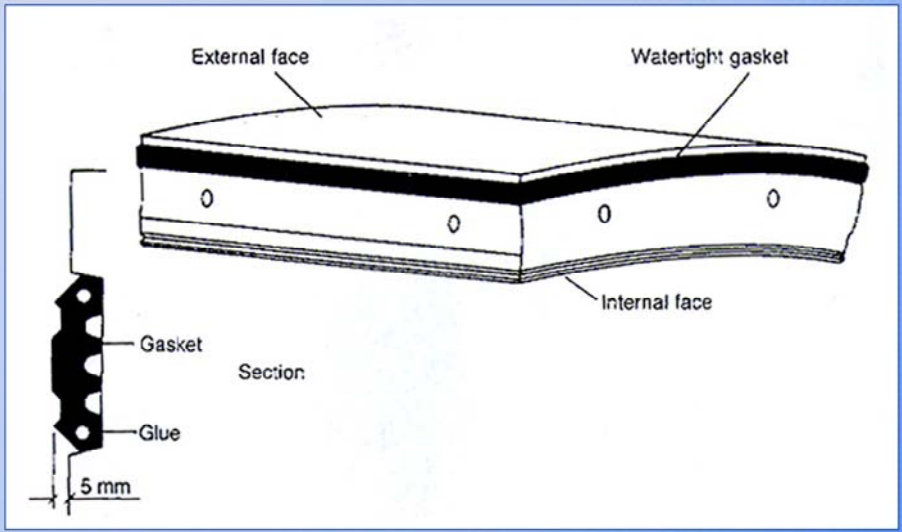
Hatch Mott MacDonald

Tail Grouting



Hatch Mott MacDonald

Precast Concrete Segment



Hatch Mott MacDonald

Volume Loss Magnitudes

- Historical Standards — Volume Loss, V_L
  - Good practice in firm ground — 0.5%
    - better soils and excellent ground control
  - Good practice in slow raveling ground — 1.5%
    - considered good ground
  - Fair practice — 2.5%
    - More face and tail loss
  - Poor practice — 4.0%
    - Yet more face loss
    - Tail void mostly unfilled

Hatch Mott MacDonald

Slurry Machines

- Slurry Machines were initiated by John Bartlett's patent of 1964
- Developed for use in soft ground
- Mainly used in granular materials below the water table
- Face supported by a mixture of excavated material and bentonite slurry
- Excavated material transported in a slurry pipeline
- Separation plant required

TBM - Key Components

- Cutter Head
  - Main Bearing
  - Head Access
- Muck Removal System
  - Screw conveyor to trains or conveyor
  - slurry line
- Push Rams
  - Sufficient to overcome:
    - Face pressure
    - Friction
- Tail Seals
  - Tail Grouting
- Tunnel lining
  - Erector system
  - Pre-cast concrete segments
  - Watertight Gaskets

Engineering Analyses

- Ground Characterization
- Volume Loss, V_L at tunnel depth
- Settlement Trough at surface
- Condition Assessments
- Effects on Structures

City of Seattle Environmental Process

Alaskan Way surface street and promenade

The City will lead waterfront planning, design and environmental review and will coordinate with WSDOT on operations to ensure efficient through movement.

Seawall repair or replacement

The City and Army Corps of Engineers will lead planning, design and environmental review.

Mercer West

The City will lead planning, design and environmental review for Mercer Improvements between Fifth and Elliott avenues.

ORDINANCE _____

AN ORDINANCE concerning public spaces on the Central Waterfront; establishing a Committee on Central Waterfront Partnerships to advise the City on issues relating to designing, developing and managing a series of premiere public spaces on the Central Waterfront; appointing Committee members; reaffirming and establishing principles; and directing the Department of Planning and Development to develop a project framework to guide its design.

WHEREAS, the removal of the Alaskan Way Viaduct, creation of new public space on the Central Waterfront, and replacement of the aging Elliott Bay Seawall presents a unique opportunity to reconnect Seattle to its waterfront and remove a structure that casts a blighting shadow on Seattle's downtown; and

WHEREAS, in 2003 the City began a public process for developing a community vision for the Central Seattle waterfront; and

WHEREAS, in 2004 the City, the Planning and Design Commissions jointly sponsored public forums to establish guiding principles for reclaiming the Central Waterfront and reconnecting it with downtown, and the City Council subsequently adopted those principles through Resolutions 30664 and 30724; and

WHEREAS, these Resolutions called for making public use a primary objective for redeveloping the Central Waterfront, linking the waterfront with inland areas so that each area reinforces the other and contributes to a cohesive Downtown, and engaging the public in the decision-making process; and

WHEREAS, in 2006 the City's Department of Planning and Development published the Waterfront Concept Plan, which provided concepts for reclaiming the Central Waterfront for public use consistent with Resolution 30664, including locations for public open spaces, environmental improvements, and connections to the downtown core; and

WHEREAS, in 2008 the State and City agreed to principles for replacing the Alaskan Way Viaduct based on feedback from a stakeholder committee comprised of individuals representing business, labor, environmental, and neighborhood interests; and

WHEREAS, in January 2009 the Governor, King County Executive, and Mayor of Seattle reached consensus on an Alaskan Way Viaduct and Seawall Replacement Program ("AWVSRP"),which included funding to complete street and public space improvements along Alaskan Way, consistent with feedback received from the stakeholder committee; and

EXHIBIT H

WHEREAS, in April 2009 the Washington State Legislature passed Engrossed Substitute Senate Bill 5768 and the Governor signed the Bill into law, providing funding for the AWVSRP and the surface of Alaskan Way along the waterfront; and

WHEREAS, in October 2009 the City authorized execution of a Memorandum of Agreement ("MOA") with the State of Washington reaffirming a mutual commitment to work collaboratively to complete the AWVSRP and recognizing the City and State's respective funding and implementation responsibilities; and

WHEREAS, effective collaboration with a range of partners and civic organizations is essential to large civic projects such as that proposed for the Central Waterfront, including building a broad coalition to shape the project's vision, organization and process to ensure that it is successfully completed; and

WHEREAS, it is critical at this stage of the project that the City recognize the essential role such partnerships will play to ensure the success of the Central Waterfront as a series of public spaces for all Seattleites, with linkages to the broader area, including neighborhoods bordering Elliott Bay and major City Center destinations, and that the City proactively develop these partnerships; and

WHEREAS, it is also critical at this stage of the project to organize and compile the City's policy and planning work into a clear and cohesive project framework, to direct subsequent work to design the Central Waterfront public spaces in the context of the AWVSRP, and to ensure all such work is consistent with City policies; NOW, THEREFORE**,**

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Committee on Central Waterfront Partnerships.

A. Committee Established: The City hereby establishes a Committee on Central Waterfront Partnerships ("the Committee").

B. Functions: The Committee shall advise the City on the strategies and partnerships necessary to successfully design, develop, and manage a series of premiere public spaces (the "public space") along the Central Waterfront in connection with the Alaskan Way Viaduct Seawall Replacement Program (AWVSRP). Among other things, the Committee will:

a. Consider how the City can form partnerships with civic organizations in developing the project's overall vision, overseeing its implementation, and taking a meaningful role in its long-term operation and stewardship;

b. Advise the City on ways to engage the public in developing public spaces on the Central Waterfront with linkages to the broader City, including neighborhoods bordering Elliott Bay and major Center City destinations;

c. Oversee work associated with development of the project framework described in Section 2 of this ordinance; and;

d. Recommend effective models for the management, use and programming of new public spaces on the Central Waterfront.

C. Authority: The Committee shall have the authority to appoint a chair or chairs, establish a meeting schedule, establish subcommittees, conduct votes, and otherwise establish those procedures necessary to perform its functions. The Committee also shall have the authority to remove any member who is absent without excuse from two or more Committee meetings.

D. Membership and Appointment: The Committee shall have 37 members, who shall serve for the duration of the Committee's existence. The Committee shall include one member of the Seattle Design Commission, one member of the Seattle Planning Commission, and one member of the Seattle Board of Park Commissioners. The Directors of the Departments of Parks and Recreation, Planning and Development, and Transportation, and a representative from the Port of Seattle shall be ex officio members of the Committee. The remaining 30 at-large members shall broadly

represent key stakeholders, and shall include civic leaders with expertise in public-private partnerships, public finance, public space design and management, historic preservation, sustainable design, multi-modal transportation, and arts and culture. Committee members who are removed or resign shall be replaced by the President of the City Council.

E. Members Appointed: The City Council hereby appoints the 37 Committee positions as named in Attachment 1 to this ordinance.

F. Committee Duration: The Committee shall sunset on December 31, 2010, unless its continued existence is authorized by future ordinance.

G. Meetings: the Committee shall hold its first meeting within 45 days of the effective date of this ordinance. Meetings shall be conducted in a manner consistent with the Open Public Meetings Act, RCW 42.30.

H. Reports and Recommendations: The Committee shall provide regular progress reports to the Mayor and City Council as requested, and shall provide its recommendations to the Mayor and City Council by August 2010.

I. Staffing: The Committee shall be staffed by the Department of Planning and Development (DPD), which will serve as the lead department overseeing the Committee's work. DPD will work in collaboration with the Departments of Parks and Recreation, Seattle Department of Transportation, and other City departments and public agencies as needed. Appropriate resources to complete this work are included in the proposed 2010 Budget.

Section 2. Project Framework: The Department of Planning and Development is directed to develop a project framework ("framework") to guide the design of public spaces on the Central Waterfront as part of the AWVSRP. The Mayor and City Council hereby reaffirm the principles for the Central Waterfront expressed in Resolutions 30664 and 30724 and Ordinance 122406, which along with the 2006 Waterfront Concept Plan, shall form the basis for this framework. Development of this framework and subsequent design of the public space for the Central Waterfront should also reflect the following specific principles:

A. The new surface Alaskan Way should be a "complete street" that gracefully accommodates pedestrian, bicycle, and freight movements as well as general traffic; has a maximum of four through-travel lanes north of Colman Dock with signalized crossings at east-west streets; and is located on the east side of the right-of-way to maximize public use of the water's edge;

B. The waterfront should consist of a series of flexible, diverse public spaces that connect to and give their adjacent neighborhoods a presence on the water. These spaces should be linked by continuous design elements that create an integrated experience such as a north-south pedestrian promenade;

C. Waterfront public spaces should be active and inviting. Their design, programming and management should foster a mix of social, recreational, and commercial activities of a character appropriate for public space on both water and land;

D. Seattle's rich history is embodied in the waterfront. Historic features, water-dependent uses, and indigenous people's use of the site should be incorporated into the project and interpreted for future generations; and

E. Seattle's waterfront should set an example for sustainable development of the Puget Sound shoreline. Its design should improve intertidal habitat, create healthy ecological interaction with uplands, support salmon migration, and offer ways for people to touch and engage the water.

DPD shall distill the above principles, together with existing Central Waterfront-related City policies, into a clear and cohesive statement of the context, scope and key priorities for the design of public spaces on the Central Waterfront as part of the AWVSRP. In doing so DPD should collaborate with the Seattle Department of Parks and Recreation, the Seattle Department of Transportation, Seattle Public Utilities, Seattle City Light and other relevant public agencies. DPD shall provide regular progress reports to the Mayor and City Council as requested, and shall propose a draft of the framework for consideration by the Mayor and City Council by December 2010. Appropriate resources to complete this work are included in the proposed 2010 Budget.

Section 3. Effective Date: This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the ____ day of _____, 2009, and signed by me in open session in authentication of its passage this _____ day of _____, 2009.

_____
President _____of the City Council

Approved by me this ____ day of _____, 2009.

_____
Gregory J. Nickels, Mayor

Filed by me this ____ day of _____, 2009.

_____
City Clerk

(Seal)

Attachment 1: Central Waterfront Partnerships Committee: Appointments

Resolution Number: 30960

A RESOLUTION reaffirming the City's explicit rejection of an elevated structure replacement for the Alaskan Way Viaduct and declaring the City's intent to work in partnership with King County and the State of Washington to develop a fiscally responsible alternative for replacing the Alaskan Way Viaduct that conforms to the City's Comprehensive Plan policies, Seattle Shoreline Master Program, and related implementing regulations.
Date introduced/referred: January 19, 2007
Date passed: January 19, 2007
Status: Adopted
Vote: 7-2 (No: Della, Licata)

Committee: Full Council
Sponsor: STEINBRUECK
Index Terms: VIADUCTS, SEAWALLS, STATING-POLICY, TRANSPORTATION-PLANNING, COMPREHENSIVE-PLAN, CENTRAL-WATERFRONT
References/Related Documents: Related: Res. 30956, 30957, 30958, 30959
Fiscal Note: Fiscal Note to Resolution 30960

A RESOLUTION reaffirming the City's explicit rejection of an elevated structure replacement for the Alaskan Way Viaduct and declaring the City's intent to work in partnership with King County and the State of Washington to develop a fiscally responsible alternative for replacing the Alaskan Way Viaduct that conforms to the City's Comprehensive Plan policies, Seattle Shoreline Master Program, and related implementing regulations.

WHEREAS, the Alaskan Way Viaduct (Viaduct) is a deteriorating structure that was significantly damaged in the Nisqually Earthquake of 2001; and

WHEREAS, the replacement of the Viaduct is an opportunity to reconnect Seattle to its central waterfront and remove a structure that casts a blighting shadow and creates noise in Seattle's downtown; and

WHEREAS, building another double-decker aerial highway on the central waterfront is not desirable as it would continue pollution, noise and shadowing, all of which degrade the public enjoyment of the waterfront, and would be inconsistent with the Waterfront Concept Plan as well as City Comprehensive Plan policies, the Seattle Shoreline Master Program,, and related implementing regulations, including shoreline environment height limits; and

WHEREAS, in September 2006 the City Council adopted Ordinance 122246 (C.B. 115720) explicitly rejecting an elevated structure alternative and declaring the tunnel alternative as the City's preferred alternative for the Project; and

WHEREAS, the City acknowledges the statement on January 17, 2007 by Governor Christine Gregoire and Washington State Legislative leaders that "there are two remaining options: move forward with an elevated viaduct replacement; or reprogram funding to the 520 replacement project;" and

WHEREAS, the City expresses its gratitude to Governor Christine Gregoire and Washington State Legislative leaders for their continued interest in partnering with the City to develop a constructive alternative for the Project; NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE THAT:

Section 1. The City reaffirms its explicit rejection of an elevated structure alternative in adopted Ordinance 122246 (C.B. 115720).

Section 2. The City reaffirms its findings and declaration in Ordinance 122247 (C.B. 115737) that an elevated structure alternative would be contrary to the goals and objectives of the Waterfront Concept Plan, and to many adopted City policies, including Comprehensive Plan policies approved pursuant to the State Growth Management Act, the State approved Seattle Shoreline Master Program, and related implementing regulations.

Section 3. The City declares its intent to work in partnership with King County and the State of Washington to develop a fiscally responsible alternative for replacing the Alaskan Way Viaduct that conforms to the City's Comprehensive Plan policies, the Seattle Shoreline Master Plan, and related implementing regulations.

Adopted by the City Council the ____ day of _____, 2007, and signed by me in open session in authentication of its adoption this _____ day of _____, 2007.

_____
President _____of the City Council

THE MAYOR CONCURRING:

_____
Gregory J. Nickels, Mayor

Filed by me this ____ day of _____, 2007.

_____
City Clerk

January 19, 2007
Version 3

Central Waterfront Design / Construction Schedule

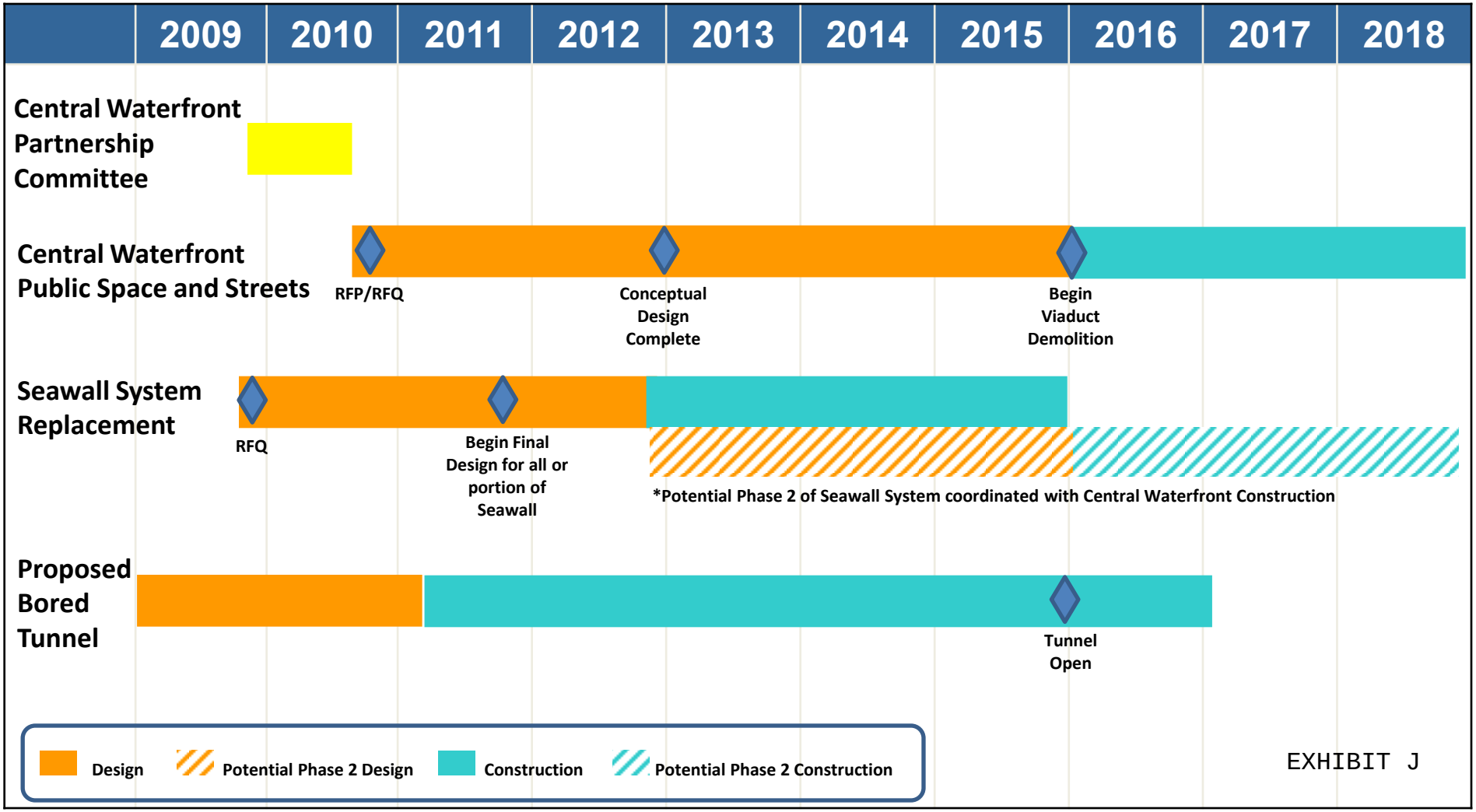


EXHIBIT J

PURPOSE AND GOALS
CENTRAL WATERFRONT PARTNERSHIPS COMMITTEE

Purpose: The Central Waterfront Partnerships Committee will recommend models for the management, use and programming of new public spaces on the Central Waterfront. It will advise the Mayor and Council on the strategies and partnerships necessary to successfully develop and manage new public spaces, looking both at the Alaskan Way Viaduct Seawall Replacement Program (AWVSRP) specifically, as well as broadly at the neighborhoods bordering Elliott Bay and connections to major Center City destinations.

Key Topics: The Committee will advise in the following areas:

- *Overarching Goals and Principles.* The Committee will develop a clear and coherent statement of the project's overarching goals and principles, building on ideas from existing city policies, civic efforts, and the 2006 Waterfront Concept Plan.

With overall goals in place, the committee will develop specific recommendations in the following areas:

- *Process.* The Committee will advise the City on its approach to soliciting consultants to develop a waterfront design, including consultant selection, robust public outreach, and ongoing advisory roles.

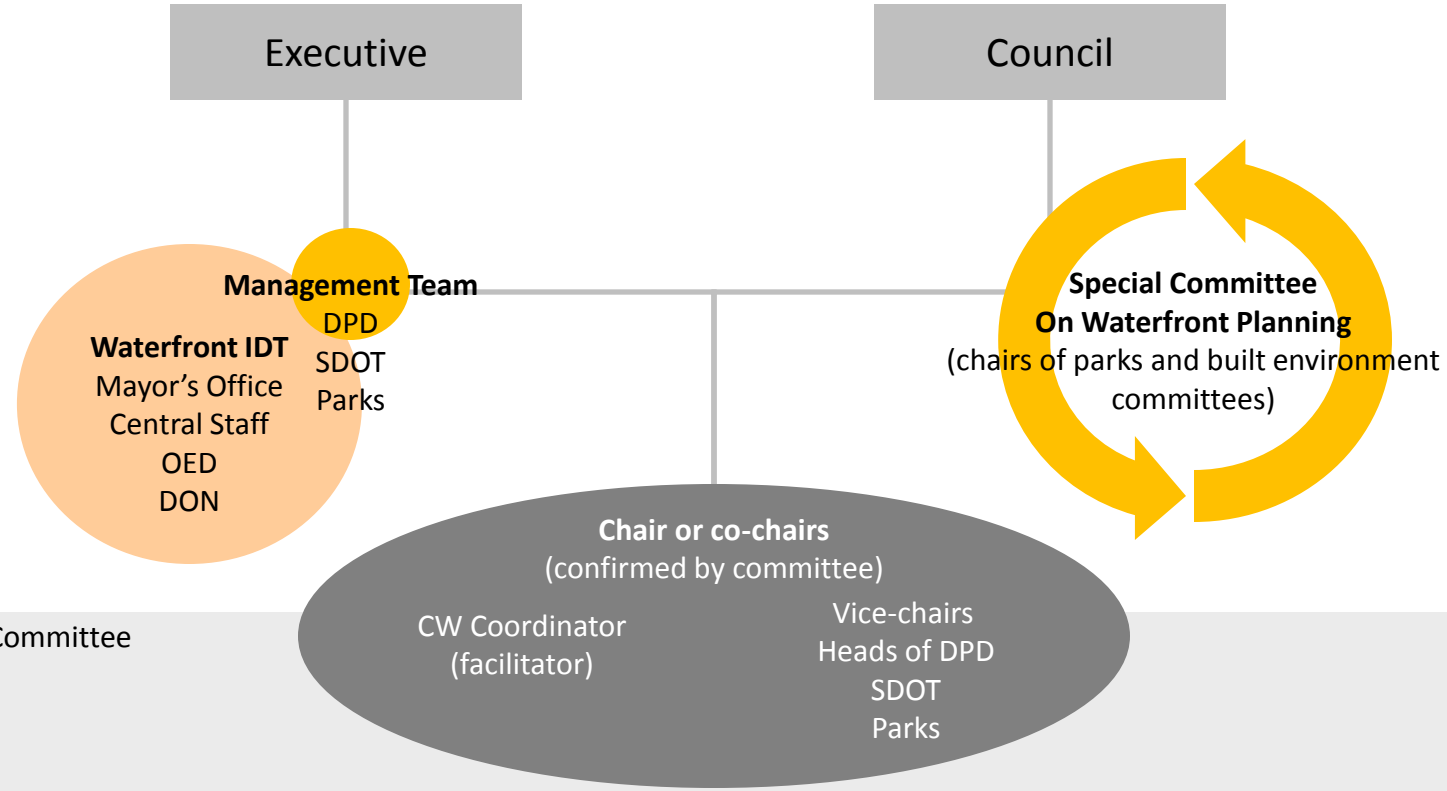
- *Partnerships and Financing.* The committee will recommend a governance model that builds a partnership between the City and civic / community organizations, including oversight and public involvement in designing waterfront public spaces, strategies for leveraging private-sector fundraising and philanthropy, and timing / phasing of key elements.

- *Stewardship.* The committee will recommend a model for long-term partnerships in maintaining and operating waterfront public spaces, including management, long-term funding for maintenance, and programming.

Outcomes: The Committee's work will culminate in a set of specific recommendations to the Mayor and Council in each of the topic areas described above by September 2010. The Committee will be run in an open and transparent manner, with early and frequent public open houses to allow broad public input in forming recommendations (see schedule).

EXHIBIT K

Organization



Executive Committee

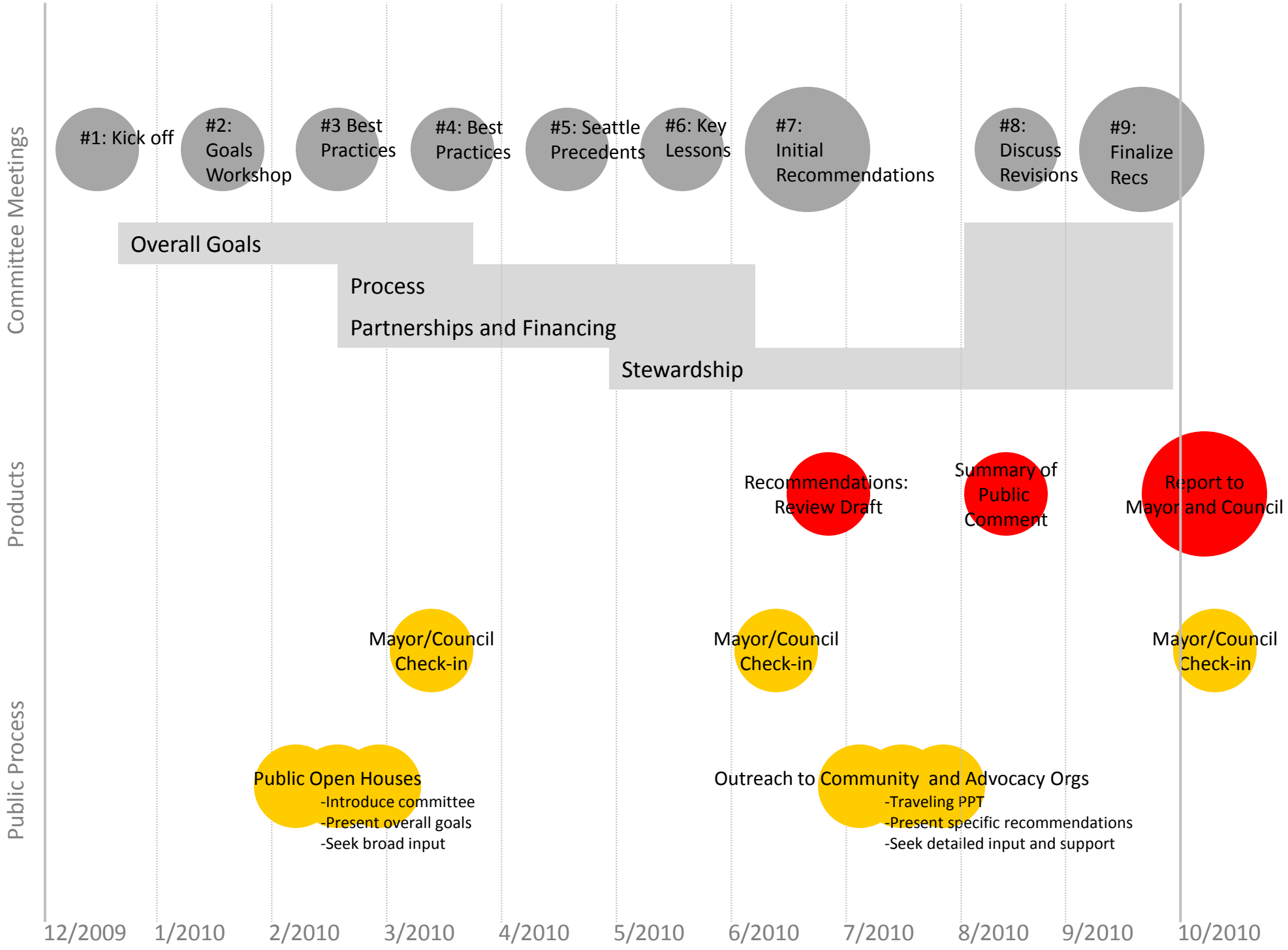
Key Topics

Overall Goals	Process	Partnerships and Financing	Stewardship
• Revisit Central Waterfront policies and 2006 Waterfront Concept Plan • Define overall goals, guiding principles	• Advise city on RFQ for project team • ID best models for public outreach in design phase	• Recommend oversight group • Timing and phasing • Fundraising strategy	• Recommend operating partnerships • Develop strategy to fund maintenance long-term

Partnerships Committee

EXHIBIT L

Timeline


Committee Meetings
Products
Public Process
#1: Kick off
#2: Goals Workshop
#3 Best Practices
#4: Best Practices
#5: Seattle Precedents
#6: Key Lessons
#7: Initial Recommendations
#8: Discuss Revisions
#9: Finalize Recs
Overall Goals
Process
Partnerships and Financing
Stewardship
Recommendations: Review Draft
Summary of Public Comment
Report to Mayor and Council
Mayor/Council Check-in
Mayor/Council Check-in
Mayor/Council Check-in
Public Open Houses
-Introduce committee
-Present overall goals
-Seek broad input
Outreach to Community and Advocacy Orgs
-Traveling PPT
-Present specific recommendations
-Seek detailed input and support
12/2009
1/2010
2/2010
3/2010
4/2010
5/2010
6/2010
7/2010
8/2010
9/2010
10/2010

SCAT

SEATTLE CITIZENS AGAINST THE TUNNEL

AND FOR AN ELEVATED SOLUTION

VIA EMAIL, FIRST CLASS MAIL AND CERTIFIED MAIL 7006 2150 0000 7671 6950 - FHWA
7006 3450 0001 1203 1355 – EPA
7006 2150 0000 7671 6950 – WSDOT
_____ - COS

Friday, February 26, 2010

To: U.S. Department of Transportation
Federal Highway Administration, Environmental Program
711 S. Capitol Way Suite 501
Olympia, WA 98501

U.S. Environmental Protection Agency, Region 10
1200 Sixth Avenue Suite 900
Seattle, WA 98101

Washington State Department of Transportation
P.O. Box 47300
Olympia, WA 98504-7300

Washington State Department of Ecology
P.O. Box 47600
Olympia, WA 98504-7600

City of Seattle
City Clerk
PO Box 94728
Seattle, Washington 98124-4728

Re: Final Notice Alaskan Way Viaduct and Seawall Replacement Program

Both the City of Seattle (City) and the State of Washington/Washington State Department of Transportation (State) are engaged in a range of actions, by word and by deed, which are

based upon their having made unofficially and officially a decision that the Alaskan Way Viaduct (Viaduct) portion of SR99 and its associated appurtenances are to be replaced by a bored tunnel.

The acts of the City and State as set out in Attachment A prejudice the ongoing environmental reviews (review/review process/reviews) taking place in the "Alaskan Way Viaduct and Seawall Replacement Program" (AWVSRP), and many of those same acts of the City and State are taking place without benefit of any environmental review; despite one being required (in re: Central Waterfront redevelopment project). By their ongoing nature, and because these acts/actions are so extensive in the breadth of their operation and outcomes, they have essentially defeated the purpose of the environmental review processes, for both the AWVSRP and for the Central Waterfront redevelopment project under State SEPA and Federal NEPA mandates.

These City and State acts/actions complained of herein, individually and in their totality are in contravention to the Washington State Environmental Policy Act (SEPA), RCW 43.21C.120, and the SEPA rules, WAC 197-11-904R-070(1)(b)[1] and include legislative proposals within the meaning of the WAC provision 197-11-704(1)(c)[2], and they relate to project actions under WAC 197-11-704(2)(a)(2)[3].

The City and the State clearly have an intent here and neither has been shy about saying so. It is their intent to build a bored tunnel, to demolish the Alaskan Way Viaduct, and then embark on the City's Central Waterfront redevelopment project. The City's oft stated goal is to use the newly reclaimed land that was under the Viaduct for residential and commercial development. Many of the below described actions the City is taking are to in part, convert public land and then subsequently, sell, lease, or develop it.

While the City and the State characterize their acts as "planning" and "design" activities, and claim that any "statutes", "ordinances" or "resolutions" which lend approval to the AWVSRP and Central Waterfront projects are nonbinding or ineffective legislative acts, the legislative and other acts have moved forward the City's and State's plans to proceed with the deep bored tunnel and to develop the land under the Viaduct, all of which squarely falls within

---

[1] ***WAC 197-11-070(1)(b) Limitations on actions during SEPA process…Until the responsible official issues a final determination of nonsignificance or final environmental impact statement, no action concerning the proposal shall be taken by a governmental agency that would: Limit the choice of reasonable alternatives.***

[2] ***WAC 197-11-704(1)(c) "Actions" include, as further specified below…Legislative proposals.***

[3] ***WAC 194-11-704(2)(a)(ii) Actions fall within one of two categories: (a) Project actions. A project action involves a decision on a specific project, such as a construction or management activity located in a defined geographic area. Projects include and are limited to agency decisions to: … (ii) Purchase, sell, lease, transfer, or exchange natural resources, including publicly owned land, whether or not the environment is directly modified***

the meaning of "project action."

In addition to engaging in actions which *directly* prejudice if not usurp the outcome of the on-going and obligatory environmental review processes, the City and the State are also engaged in a corresponding range of actions to *indirectly,* but just as thoroughly, affect the outcome of this matter – eliminating the Viaduct, building a deep bored tunnel, and redeveloping the Central Waterfront.

These acts, both State and City, include professionally planned and organized "information" and "planning" initiatives – that are intended to produce in the public sector a state of belief by the public that the City and State have selected a deep bored tunnel to replace the Viaduct, and that it is futile for the public to envision that any other option exists in the AWVSRP matter, or to demand that other alternatives should be pursued, including an elevated or a surface option. These additional acts by the City and the State take place either in conjunction with the range of substantive final actions being taken by the City and State or are carried out as standalone acts.

These latter described actions by the City and State all tend to be couched by them and referred to by them by a variety of titles or narratives, in order to disguise their intent, to give the appearance of some governmental "innocence" - a plausible deniability that government officials and their agents can assert - that their actions are not part and parcel of a final decision by the City and State to proceed with the bored tunnel project, and with the Central Waterfront redevelopment project. The euphemisms they use are intended to give the impression that the City and State are merely engaged in activities intended to "inform the public", or that they are "planning" related acts, or occupied in some innocuous bureaucratic activity that is intended to inform even the environmental review process. This is a false premise and an intentional act of deception on the part of the City and the State.

In their totality and in their reality these activities along with the related "planning" and "design" committee and departmental activities – the City of Seattle's "Central Waterfront Partners Group", WSDOT's, the "North Portal Working Group", the "Central Waterfront Working Group", the "South Portal Working Group", the Seattle Planning Commission and Seattle Design Commission reviews, Department of Planning permit reviews etc., are all thinly disguised, if that, final actions that have an unmistakable intent – to carry out the City's and State's final decision to undertake the bored tunnel project and to eliminate the Alaskan Way Viaduct.

Accordingly, any review document produced at this point pursuant to NEPA or SEPA may pro forma comport with the imperatives of NEPA and SEPA, however its environmental assessments and conclusions will neither inform or moderate any supposed pending decision about what alternative to choose in the AWVSRP matter and in the Central Waterfront

redevelopment project – those decisions have already been made by the City and State; they are engaged in a range of on-going acts pursuant to their final decisions.

In summary then, one, the whole idea of SEPA is that once a government has made a decision to move forward to purchase or do something else with natural resources including land, then SEPA kicks in and a SEPA compliance must begin at that point. It cannot wait for it later when the action is refined or further implemented. It is triggered by the agency's decision to move forward and that decision has clearly been made here; and two, once SEPA or NEPA review begins governmental agencies cannot engage in actions which prejudice or predispose the outcome of the environmental review.

For all the foregoing reasons this letter serves as "Final Notice" to the City of Seattle and the State of Washington/Washington State Department of Transportation, to immediately

1. Cease in their efforts to proceed with the SR 99 Deep Bored Tunnel Project, and by extension to eliminate the Alaskan Way Viaduct, and/or prejudice the outcome of the environmental review taking place under the AWVSRP,
2. To comply with SEPA and commence environmental review of the Central Waterfront redevelopment project under SEPA,
3. To cease all ongoing actions within the meaning of WAC 197-11-070(1)(b) and WAC 197-11-704(1)(c), including but not limited to those set out in Attachment A and above.

This is the notice by SCAT to the City and State prior to seeking an injunction[4] in Superior Court under its case number No. 09-2-36276-9SEA.

SEATTLE CITIZENS AGAINST THE TUNNEL

/s/

ELIZABETH A. CAMPBELL

/s/

3213 W. Wheeler Street No. 271
Seattle, WA 98199

[4] See attached Exhibit A

ATTACHMENT A

Actions taken by City of Seattle:

1) 2000 Ordinance 120045 Relating to the Department of Parks and Recreation; authorizing the Superintendent to proceed with consideration of planning options for the development of a new aquarium facility and waterfront park in the area covered by the Central Waterfront Master Plan
2) 2003 “Central Waterfront Plan Background Report Precedent Study”
3) 2003 “Blue Ring, Seattle's Open Space Strategy for the Center City” that will “serve as the critical guide to the numerous plans currently underway downtown, and the many more sure to come in the next 100 years. Among others, the Alaska Way Viaduct replacement”.
4) 2004 Resolution 30664 Adopting Principles for Development of a Central Waterfront Plan.
5) 2004 Resolution 30717 Relating to the Central Waterfront Master Plan; amending the Central Waterfront Master Plan - Portal to the Pacific to reconfigure the site plan
6) 2005 “Administering Financing & Implementing Seattle’s Waterfront Vision” report written concurrently with the Draft Central Waterfront Concept Plan; report relating to a strategic effort for decision makers as they begin codifying the process and administrative structure for managing and implementing Seattle’s Central Waterfront plan; including how to ensure that “with removal, of the Alaska Way Viaduct, properties along the city’s western edge will become highly desirable”.
7) 2005 Resolution 30724 Adopting Guiding Principles for decisions related to the Alaskan Way Viaduct and Seawall Project.
8) 2006 Ordinance 122247 Relating to the central waterfront, declaring that an aerial highway along the central waterfront is discouraged by adopted City of Seattle policies, stating that construction of an aerial highway structure is inconsistent with current use and height regulations, and stating the City's intent to amend existing regulations and policies to further clarify that an aerial highway structure in the central waterfront area is inconsistent with the City's Comprehensive Plan.
9) 2006 Final Environmental Impact Statement for the Central Waterfront Master Parks Plan
10) 2007 Ordinance 122406 Relating to the development of a Mobility Plan related to the replace the central waterfront portion of the Alaskan Way Viaduct
11) 2009 Ongoing reviews of deep bored tunnel design with Seattle Design Commission
12) 2009 Ongoing reviews of deep bored tunnel design with Seattle Planning Commission
13) 2009 Ongoing review of WSDOT permit applications for deep bored tunnel
14) 2009 Seattle Pedestrian Plan
15) 2009 Ordinance 123133 reaffirmation of City intent to pursue deep bore tunnel project, eliminate Alaskan Way Viaduct, and execution of a Memorandum of Agreement between the State of Washington and the City of Seattle pursuant to that goal.

16) 2009 Ordinance 123142 Establishing Central Waterfront Partnerships Committee – redevelopment and master use planning related to Central Waterfront, incidental only tangentially to the AWVSR Program.
17) 2009 Ordinance 123212 Amending Ordinance 123142 to alter the composition of the Central Waterfront Partnerships Committee.
18) 2009 $225 Million appropriated for seawall replacement and SDOT issues Request for Qualifications for design of seawall.
19) 2010 Resolution 31174 reaffirming Ordinance 123133; support to move forward on the deep-bore tunnel project – will continue to work with the WSDOT to assist "in this effort".

DRAFT

Center City Public Realm Guide

December, 2009 v1

Seattle

CITY PLANNING

Downtown Seattle Association

To champion a healthy, vibrant urban core

SDOT

Seattle Department of Transportation

EXHIBIT N

Central Waterfront

The central waterfront will undergo a once-in-a-century change with Alaskan Way Viaduct and Seawall replacement. Seattle has an unprecedented opportunity to reconnect Center City with its waterfront. The deep bore tunnel will remove many automobiles from the waterfront, and will provide space for major public realm improvements. Design decisions for the central waterfront can ensure the best public realm connections to other Center City great places; to green streets; and for links with the transit system.

Above: A rendering of the central waterfront potential open space.

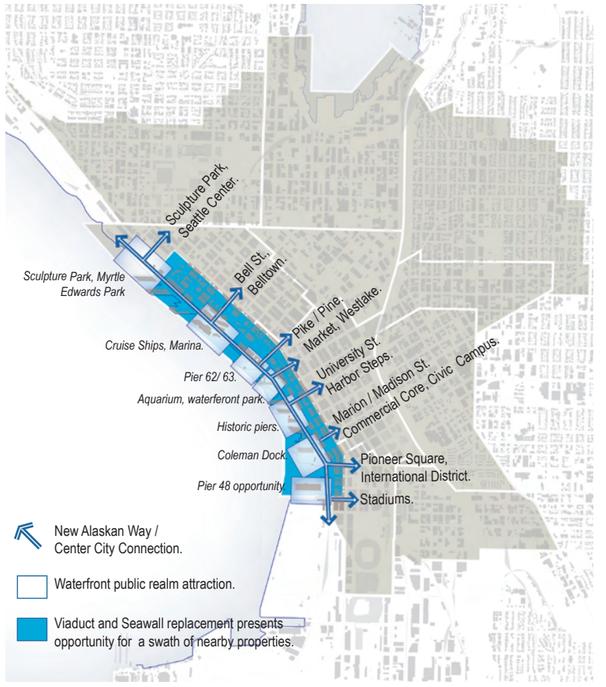


EXHIBIT N

Above: Sunset from the Olympic Sculpture Park.

Above: Olympic mountains seen from Victor Steinbreuck Park.

Above: Working waterfront with ferry service and Port facilities.

Left: Street end views to Elliot Bay. Right: Marina.

Above: Myrtle Edwards park and bicycle path.

Center City Public Realm Programs & Actions

Great Streets & Places

> Parks Programming. The Department of Parks & Recreation initiative to schedule programs and activities in Center City parks is ongoing in 2009.

> Signal Box Art. Art was placed on Center City signal boxes in the right of way in 2009.

> Street Vending & Sidewalk Cafes. Legislation was passed in 2009 to expand street vending and sidewalk cafe opportunities.

> Mercer Corridor Improvements. Design and funding is in place for a major overhaul of the Mercer corridor.

> Pike / Pine Streetscape. A streetscape concept plan was prepared for urban design improvements from 1st - 4th Ave during 2009.

> 1st Hill Streetcar. A streetcar line is in the design phase during 2010 for Jackson Street to First Hill and Broadway.

> Central Line Streetcar. A streetcar line is planned but not yet under design for 1st Avenue through the heart of Center City to Seattle Center.

> Broadway Station Area Planning & Design. Design workshops around the Sound Transit light rail station are ongoing in 2009 and continuing into 2010.

> Madison Street Overpass. A concept design is completed for Madison Street overpass improvements.

> South Lake Union Park. Phased construction of the park is ongoing in 2009. The Museum of History and Industry is planning for future occupation of the armory facility.

> Civic Campus. Phased civic campus have been completed over several years including the new City Hall. The Civic Square project just west of City Hall is pending private partner funding.

Green Streets & Corridors

> Bell Street Park Boulevard. The Bell Street Park Boulevard improvement is funded through the Pro Parks Levy, and is in design during 2009 for construction starting in 2010.

> Chinatown / ID Green Streets. A streetscape concept plan is underway in 2009 for Maynard Ave. S. and S. Lane St. in Chinatown.

> Denny Triangle & South Lake Union Green Streets. A range of Green Street improvements were implemented with recent development including: Taylor Ave., Lenora St., 9th Ave., Terry Ave. N. and green streets in the neighborhoods.

> Belltown Green Streets. Green street improvements were completed over a number of years including Vine St. and Cedar St.

> Thomas St. and 8th Ave. N. Green Street concept planning and design for these South Lake Union streets is scheduled for 2010 to accompany grid reconnection associated with the deep bore tunnel.

> Swale on Yale. A demonstration project for a 4 block green stormwater infiltration facility on Yale Ave in South Lake Union is designed for future implementation.

Transit Corridors & Hubs

> Westlake Square. A portion of Westlake Ave is being closed to create an enhanced Westlake Square plaza. Construction will begin in 2010.

> Westlake Hub Planning. A transportation and urban design plan for the westlake hub was completed in 2009.

> King Street Station. Station renovation is ongoing in 2009. Area urban design improvements are being studied.

> 3rd Ave. Urban Design and Improvements. An urban design plan was completed in 2009 for transit supportive urban design elements for 3rd Ave. Bus bulbs in Belltown are scheduled for construction in 2010.

> Rapid Ride. The Metro Transit enhanced service is scheduled for launch in 2010, and may include future associated bus stop upgrades in Center City.

EXHIBIT N

Central Waterfront

> Alaskan Way Viaduct / Sewall Replacement. Central waterfront urban design can take place during tunnel construction during the 2010's.

> Aquarium Renovation / Central Waterfront Park. The Seattle Aquarium completed a major renovation of the Aquarium in 2009 and has further plans to improve the facility.

> Pier 62/63. Seattle Parks Department owns and manages Pier 62/63 as open space. The piers are a major opportunity for future improvement as a waterfront attraction.

Alleys

> Clear Alleys Program. The program was launched in 2009 to remove dumpsters and improve cleanliness and safety of Center City alleys.

> Alley Activation 'Parties'. A series of gatherings were held in 2009 in Pioneer Square alleys to celebrate potential active uses of alleys.

> Chinatown / ID Alleys. Community based groups in Chinatown with assistance from the City's Office of Economic Development are supporting active use of historic Chinatown alleys.

Sustainable Strategies

> Swale on Yale. Swale on Yale is a sustainable stormwater infiltration facility designed for several blocks on Yale Ave. Seattle Public Utilities hopes to implement the project with development or as a future city project.

> Green Roofs. Private and public owners continue to implement green roofs on Center City buildings.

> Urban Agriculture. Urban agriculture is established in several parks including Cascade Park and the Kobe Terrace Gardens.

> Green Buildings. There are more than 85 private or public buildings in Center City with LEED, BuiltGreen, or SeaGreen certification.

> Central Waterfront Opportunity. Seawall and Viaduct replacement doubles as a major opportunity for largescale sustainable infrastructure, which could feature green stormwater treatment and natural shoreline restoration.

Development Opportunities

> Yesler Terrace. Planning is underway for Seattle Housing Authority's redevelopment of the 28 acre subsidized housing site as a new mixed income community.

> Major Private Projects on Hold. Major commercial, retail and hotel projects permitted at 2nd / Pike, 5th / Madison, 5th / Columbia and others may move forward as economic conditions improve.

> South Lake Union & Uptown. Further infill development can be accommodated in South Lake Union and Uptown, facilitated by major transportation improvements including the Mercer Corridor and SR 99 projects.

> Clise Properties. A cluster of privately owned parcels with substantial redevelopment potential in the Denny Triangle are under common ownership.

> Little Saigon / International District. Zoning in and around the International District can accommodate major infill development and reuse of older structures.

> 1st Hill & Pike / Pine. Neighborhoods west of I-5 have capacity for substantial infill development on scattered sites.

EXHIBIT N

Joyce C. Kling /jck
AWV South King to South Holgate MOA Ordinance
March 2009
Version #2

ORDINANCE _____

AN ORDINANCE relating to the Alaskan Way Viaduct for SR 99 Viaduct Replacement from South Holgate to South King Street Stage 1 Project; authorizing execution of three Memoranda of Agreement between the Washington State Department of Transportation and the City of Seattle.

WHEREAS, the Washington State Department of Transportation ("WSDOT"), in consultation with the City of Seattle ("City"), is planning for the replacement of the Alaskan Way Viaduct ("AWV") on State Route 99, a non-limited access highway located partially in the City of Seattle; and

WHEREAS, WSDOT and the City, in conjunction with the Federal Highway Administration and King County, are working to define a reconfigured and improved State Route 99; and

WHEREAS, existing City utility infrastructure between South Holgate and South King Streets must be protected and relocated to accommodate removal of the AWV; and

WHEREAS, the City and WSDOT agree that WSDOT will perform the design and construction of, and procurement of materials for, the SR 99 Viaduct Removal from South Holgate to South King Street Stage 1 Project ("Project"), subject to the terms and provisions of three Memoranda of Agreement between WSDOT and the City: a Memorandum of Agreement to be executed and managed by the Seattle Department of Transportation ("SDOT") entitled "SR 99 Alaskan Way Viaduct Property, Environmental Remediation, Design Review, Permitting, and Construction Coordination Agreement for SR 99 South Holgate Street to South King Street Viaduct Replacement Project, Stage 1" (No. GCA 5934); a Memorandum of Agreement to be executed and managed by Seattle City Light ("SCL") entitled "SR 99 Alaskan Way Viaduct SCL Facilities Work - for SR 99 South Holgate Street to South King Street Viaduct Replacement Project, Stage 1" (No. UT 01343); and a Memorandum of Agreement to be executed and managed by Seattle Public Utilities ("SPU") entitled "SR 99 Alaskan Way Viaduct SPU Facilities Work – for SR 99 South Holgate Street to South King Street Viaduct Replacement Project, Stage 1" (No. UT 01342); and

WHEREAS, SDOT will coordinate the City's design review, permitting, environmental remediation, construction support, and inspection activities, and regulate WSDOT's use of City street rights-of-way for the Project; and

WHEREAS, SPU will provide design review and construction inspection to determine that all SPU standards and requirements are met prior to placing the new water, drainage and wastewater facilities into service, will connect the portions of the water supply system relocated by WSDOT to the existing water system, and will perform some of the work to connect the new drainage and wastewater facilities for the Project; and

EXHIBIT M2

WHEREAS, SCL will provide design review and construction inspection to determine that all SCL standards and requirements are met prior to placing new or modified electrical distribution lines and other electrical facilities into service, and will provide all 26kV transformers for the Project; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Concurrently with execution of the other two Memoranda of Agreement, the Director of Transportation or her designee is hereby authorized to execute, for and on behalf of the City, the Memorandum of Agreement entitled "SR 99 Alaskan Way Viaduct Property, Environmental Remediation, Design Review, Permitting, and Construction Coordination Agreement for SR 99 South Holgate Street to South King Street Viaduct Replacement Project, Stage 1" (No. GCA 5934) between WSDOT and the City, substantially in the form attached hereto as Attachment 1.

Section 2. Concurrently with execution of the other two Memoranda of Agreement, the Superintendent of Seattle City Light or his designee is hereby authorized to execute, for and on behalf of the City, the Memorandum of Agreement entitled "SR 99 Alaskan Way Viaduct SCL Facilities Work - for SR 99 South Holgate Street to South King Street Viaduct Replacement Project, Stage 1" (No. UT 01343) between WSDOT and the City, substantially in the form attached hereto as Attachment 2.

Section 3. Concurrently with execution of the other two Memoranda of Agreement, the Director of Seattle Public Utilities or his designee is hereby authorized to execute, for and on behalf of the City, the Memorandum of Agreement entitled "SR 99 Alaskan Way Viaduct SPU Facilities Work - SR 99 South Holgate Street to South King Street Viaduct Replacement Project,

EXHIBIT M2

Stage 1" (No. UT 01342) between WSDOT and the City, substantially in the form attached hereto as Attachment 3.

Section 4. Any act consistent with the authority and prior to the effective date of this ordinance is hereby ratified and confirmed.

Section 5. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the 11th day of May, 2009, and signed by me in open session in authentication of its passage this 11th day of May, 2009.

President _____of the City Council

Approved by me this 19th day of May, 2009.

Gregory J. Nickels, Mayor

Filed by me this 20th day of May, 2009.

City Clerk

(Seal)

EXHIBIT M2

Attachment 1:	MEMORANDUM OF AGREEMENT NO. GCA 5934: SR 99 Alaskan Way Viaduct Property, Environmental Remediation, Design Review, Permitting, and Construction Coordination Agreement for SR 99 South Holgate Street to South King Street Viaduct Replacement Project, Stage 1
Attachment 1, Exhibit A:	Project Description
Attachment 1, Exhibit B:	Project Property
Attachment 1, Exhibit C:	Project Schedule
Attachment 2:	MEMORANDUM OFAGREEMENT NO. UT 01343: SR 99 Alaskan Way Viaduct SCL Facilities Work - for SR 99 South Holgate Street to South King Street Viaduct Replacement Project, Stage 1
Attachment 2, Exhibit A:	Port of Seattle Property TCE Approved Easement Format
Attachment 2, Exhibit B:	Seattle City Light Minor Change Request & Approval
Attachment 3:	MEMORANDUM OFAGREEMENT NO. UT 01342: SR 99 Alaskan Way Viaduct SPU Facilities Work - SR 99 South Holgate Street to South King Street Viaduct Replacement Project, Stage 1
Attachment 3, Exhibit A:	Seattle Public Utilities Minor Change Request & Approval

EXHIBIT M2

HM/NS
SDOT AWVSR Program MOA Ordinance
September 23, 2009
Version #4

ORDINANCE 123133

AN ORDINANCE relating to the SR 99 Alaskan Way Viaduct and Seawall Replacement Program; stating the City's policy with respect to an alternative for replacing the present Viaduct and Seawall, and related work; and authorizing execution of a Memorandum of Agreement between the State of Washington and the City of Seattle.

WHEREAS, in the 1950s, the City of Seattle and the Washington State Department of Transportation jointly designed and built the Alaskan Way Viaduct to accommodate passenger and freight mobility into the foreseeable future; and

WHEREAS, in 2001 the Nisqually earthquake damaged the Alaskan Way Viaduct and Seawall; and

WHEREAS, the Alaskan Way Viaduct and Seawall are at risk of sudden and catastrophic failure in an earthquake and are nearing the end of their useful lives; and

WHEREAS, various studies have determined that it is not fiscally responsible to retrofit the viaduct, and that retrofitting would cause significant construction impacts; and

WHEREAS, in March 2007, the Washington State Governor, the King County Executive, and the Mayor of Seattle pledged to advance a series of key State Route (SR) 99 projects (Moving Forward Projects) that will facilitate the removal and/or repair of key portions of SR 99, including the Yesler Way Vicinity Stabilization Project, Electrical Line Relocation, the SR 99 South Holgate Street to South King Street Viaduct Replacement Project, and Transit Enhancements and Other Improvements; and

WHEREAS, in 2008 the State and City agreed to guiding principles for replacing the Alaskan Way Viaduct: improve public safety; provide efficient movement of people and goods now and in the future; maintain or improve downtown Seattle, regional, Port of Seattle and state economies; enhance Seattle's waterfront, downtown and adjacent neighborhoods as a place for people; create solutions that are fiscally responsible; and improve the health of the environment; and

WHEREAS, in 2008 the State and the City considered feedback from 16 meetings of a stakeholder advisory committee made up of representatives from business, labor, environmental, and neighborhood interests, and more than one thousand public comments collected during quarterly public meetings and more than 50 community briefings; and

WHEREAS, in January 2009, the Governor of Washington state, the Mayor of Seattle and the King County Executive jointly recommended replacing the Alaskan Way Viaduct with a bored tunnel beneath downtown Seattle; and

EXHIBIT M2

WHEREAS, the Washington State Legislature passed Engrossed Substitute Senate Bill 5768 and the Governor signed the bill into law designating and funding the Bored Tunnel Program as the replacement for the Alaskan Way Viaduct; and

WHEREAS, the Alaskan Way Viaduct and Seawall Replacement (AWVSR) Program consists of a four-lane bored tunnel and improvements to City streets, the waterfront, and transit, and the Moving Forward Projects; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. It is the City's policy that the Alaskan Way Viaduct and Seawall Replacement (AWVSR) Program Bored Tunnel Alternative, as described in the Memorandum of Agreement attached hereto as Attachment 1, is the preferred solution for replacing the existing Alaskan Way Viaduct. After extensive evaluation of alternatives by public transportation agencies, consultants, stakeholders, and citizens, the City finds that the Bored Tunnel Alternative balances Seattle's land use, economic, transportation, and environmental goals, including access to and through downtown for all modes of travel, consistent with Seattle's vision for reconnecting the downtown with the central waterfront to increase opportunities for public access to and enjoyment of the shoreline and waterfront.

Section 2. The Mayor of Seattle or his designee is hereby authorized to execute, for and on behalf of the City, the Memorandum of Agreement entitled "MEMORANDUM OF AGREEMENT for the ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM BORED TUNNEL ALTERNATIVE" (GCA No. 6366) between the State of Washington and the City, substantially in the form attached hereto as Attachment 1. The attached agreement outlines the responsibilities of both the City and the State and expectations about the role of each in the implementation and funding of the numerous AWVSR Program elements.

EXHIBIT M2

Section 3. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the 19th day of October, 2009, and signed by me in open session in authentication of its passage this 19th day of October, 2009.

President _____ of the City Council

Approved by me this 27th day of Oct., 2009.

Gregory J. Nickels, Mayor

Filed by me this 27th day of October, 2009.

City Clerk

(Seal)

Attachment 1 – MEMORANDUM OF AGREEMENT for the ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM BORED TUNNEL ALTERNATIVE (GCA No. 6366)

EXHIBIT M2

MEMORANDUM OF AGREEMENT
NO. GCA 6366
FOR THE ALASKAN WAY VIADUCT AND
SEAWALL REPLACEMENT PROGRAM
BORED TUNNEL ALTERNATIVE

THIS agreement for the Alaskan Way Viaduct and Seawall Replacement (AWVSR) Program ("Agreement") is made and entered into between the State of Washington, hereinafter the "STATE," and the City of Seattle hereinafter the "CITY,' collectively the "Parties" and individually the "Party."

WHEREAS, in the 1950s, the City of Seattle and the Washington State Department of Transportation jointly designed and built the Alaskan Way Viaduct to accommodate passenger and freight mobility into the foreseeable future; and

WHEREAS, the central waterfront section of the Alaskan Way Viaduct is located in and adjacent to downtown Seattle's urban core and the Seattle waterfront, an area increasingly used for tourism and recreation; and

WHEREAS, the Duwamish and Interbay industrial areas in Seattle are served by the SR 99 corridor and constitute a portion of Seattle's industrial sector which accounts for over 120,000 jobs and an estimated $28.5 billion in annual economic activity city-wide. The SR 99 corridor provides important proximity to freight-dependent customers, distributors and suppliers; and

WHEREAS, in 2001 the Nisqually earthquake damaged the Alaskan Way Viaduct and Seawall; and

WHEREAS, the Alaskan Way Viaduct and Seawall are at risk of sudden and catastrophic failure in an earthquake and are nearing the end of their useful lives; and

WHEREAS, various studies conducted have determined that it is not fiscally responsible to retrofit the viaduct, and that retrofitting would cause significant construction impacts; and

WHEREAS, in March 2007, the Washington State Governor, the King County Executive, and the Mayor of Seattle pledged to advance a series of key SR 99 projects (Moving Forward Projects) that will facilitate the removal and/or repair of key portions of SR 99, including the Yesler Way Vicinity Stabilization Project, Electrical Line Relocation, the SR 99 South Holgate Street to South King Street Viaduct Replacement Project, and Transit Enhancements and Other Improvements; and

WHEREAS, in 2008 the STATE and CITY agreed to guiding principles for replacing the Alaskan Way Viaduct: improve public safety; provide efficient movement of people and goods now and in the future; maintain or improve downtown Seattle, regional, Port of Seattle and state economies; enhance Seattle's waterfront, downtown and adjacent

EXHIBIT M2

neighborhoods as a place for people; create solutions that are fiscally responsible; and improve the health of the environment; and

WHEREAS, in 2008 the STATE and the CITY considered feedback from 16 meetings of a stakeholder advisory committee made up of representatives from business, labor, environmental, and neighborhood interests and more than one thousand public comments collected during quarterly public meetings; and more than 50 community briefings; and

WHEREAS, in January 2009, the Governor of Washington state, the Mayor of Seattle and the King County Executive jointly recommended replacing the Alaskan Way Viaduct with a bored tunnel beneath downtown Seattle; and

WHEREAS, the Washington State Legislature passed Engrossed Substitute Senate Bill 5768 and the Governor signed the bill into law designating and funding the Bored Tunnel Program as the replacement for the Alaskan Way Viaduct; and

WHEREAS, the AWVSR Program consists of a four-lane bored tunnel and improvements to City streets, the City waterfront, and transit; and the Moving Forward Projects; and

WHEREAS, the new surface Alaskan Way boulevard will have four through travel lanes north of Colman Dock and will have signalized intersections and function similarly to other downtown arterial streets; and

WHEREAS, the AWVSR Program is consistent with the City of Seattle's adopted Comprehensive Plan; and

WHEREAS, the STATE and the CITY are committed to designing the bored tunnel and access portals to be consistent with Seattle's vision for the central waterfront, including reconnecting the downtown with the waterfront, enhancing the waterfront's environmental sustainability, increasing views of Elliott Bay and the landforms beyond, facilitating revitalization of Seattle's waterfront, maintaining transportation access to and through the waterfront, and increasing opportunities for the public to access and enjoy the shoreline and waterfront; and

WHEREAS the Port of Seattle is responsible for nearly 194,000 jobs in Washington state, $17 billion in business revenue and tenants, half of the $80 billion in cargo in Puget Sound ports, and is ranked the ninth largest port in the United States;

WHEREAS the Port of Seattle is funding projects that are part of or complement the AWVSR Program and which will provide capacity for future growth and improved safety, including the East Marginal Way Grade Separation Project, and the SR 519 South Seattle Intermodal Access Project Phase 2, has endorsed the bored tunnel concept, and is reviewing a proposed $300 million investment in the AWVSR Program; and

EXHIBIT M2

WHEREAS King County is responsible for providing bus service, which serves an annual ridership of 100 million within a 2,134 square mile area; and

WHEREAS, King County is funding transit investments as part of the AWVSR Program, which will provide capacity for an additional 17,000 riders and include RapidRide investments, park and ride facility expansion, enhanced express and local service during peak periods, and investments in maintenance base capacity.

NOW, THEREFORE, the Parties agree to proceed with the AWVSR Program in accordance with the following principles.

IT IS MUTUALLY AGREED THAT:

Jointly the STATE and CITY intend to:

1. Continue to work collaboratively toward the successful completion of the AWVSR Program; and
2. Endeavor to open the bored tunnel to drivers by the end of 2015; and
3. Develop additional program-wide agreements (Additional Agreements), such as utility relocation, right-of-way, ownership and maintenance, and others to be consistent with this Agreement.

Responsibilities, implementation, and funding to be addressed in Additional Agreements are assigned as follows:

I. RESPONSIBILITIES

The STATE will be responsible for the following:

1. The Moving Forward Projects; and
2. A bored tunnel from a point just north of S. Royal Brougham Way to Harrison Street including connections to the city street system and the reconnection of John Street, Thomas Street, and Harrison Street over SR 99; and
3. A surface street from S. King Street along Alaskan Way to Elliott and Western avenues, ending at Battery Street, including replacement of the Marion Street pedestrian overpass and reconstruction of the Lenora Street pedestrian overpass; and
4. A new roadway connecting the realigned Alaskan Way to East Marginal Way S.; and
5. Alaskan Way Viaduct demolition; and
6. Battery Street Tunnel decommissioning; and
7. Partial construction transportation mitigation; and
8. Protection of public and private facilities which can safely remain in place throughout construction of the bored tunnel; and
9. Agreement with King County for transit investments associated with the AWVSR Program; and
10. Agreements with the Port of Seattle for freight mobility improvements associated with the AWVSR Program.

The CITY will be responsible for the following:

1. City utility relocations associated with the AWVSR Program; and
2. Seawall replacement along the CITY's central waterfront; and
3. A promenade or public space along the central waterfront; and
4. Other City street improvements including the west phase of the Mercer Corridor Project and partial funding for the Mercer Corridor East and Spokane Street Viaduct projects; and
5. Evaluation of a potential streetcar on First Avenue, including a segment phasing approach.

II. IMPLEMENTATION

The Parties recognize that it may be in the public interest for one Party to implement portions of the other Party's program responsibilities. Each Party will be responsible for implementation roles, which are subject to change by agreement of the Parties, and may include, but are not limited to, the following:

The STATE shall, in accordance with the Additional Agreements:

1. Complete the following Moving Forward Projects: Electrical Line Relocations – Phase 1, S. Holgate to S. King Street Viaduct Replacement Project; SR 99 Intelligent Transportation System Projects; and establish an agreement with King County for transit service during construction; and
2. Design and construct a single bore tunnel from approximately S. Royal Brougham Way to Harrison Street, with four lanes of traffic including tunnel portals at either end; and
3. Design and construct the relocation of some CITY-owned utilities at the portal locations and bored tunnel alignment on behalf of the CITY; and
4. Design and construct new crossings of the SR 99 bored tunnel at John, Thomas, and Harrison streets; and
5. Design and construct a new City street grid between S. King and S. Atlantic streets including the realignment of Alaskan Way; and
6. Design and construct a new roadway connecting the realigned Alaskan Way to East Marginal Way; and
7. Demolish the existing Alaskan Way Viaduct from S. King Street to the Battery Street Tunnel; and
8. Decommission the Battery Street Tunnel; and
9. Complete the environmental review process for the Bored Tunnel Alternative, as required by federal and state law; and
10. Establish an agreement with the Port of Seattle to secure the $300 million port investment for the Alaskan Way Viaduct Replacement Program including the bored tunnel project.

The CITY shall, in accordance with the Additional Agreements, and subject to appropriation of funds for these purposes:

EXHIBIT M2

1. Design and construct the relocation of some CITY-owned utilities required for the AWVSR Program; and
2. Design and construct a new seawall between Colman Dock and Pine Street; and
3. Design and construct a new promenade or public space along the central waterfront; and
4. Design and construct two-way Mercer Street from I-5 to Elliott Avenue, including a new Sixth Avenue from Harrison Street to Mercer Street; and
5. Design and construct a widened Spokane Street Viaduct, including a new ramp to Fourth Avenue; and
6. Evaluate a potential streetcar on First Avenue between S. Jackson Street and the Seattle Center, including a segment phasing approach; and
7. Design and construct a new four-lane connection from Elliott and Western avenues, beginning at Battery Street, to Pine Street; and
8. Design and construct a new surface road from S. King Street to Pine Street; and
9. Design and construct intelligent transportation system projects along the SR 99 corridor.

III. FUNDING

Funding responsibilities for the estimated costs are as follows (these are preliminary cost estimates, with final funding commitments to be determined).

The STATE shall fund or procure funding for, if, and to the extent that the Washington State Legislature appropriates funds for these purposes as agreed to in the Additional Agreements, consistent with the State funding limits established in Engrossed Substitute Senate Bill 5768:

1. Bored tunnel from north of S. Royal Brougham Way to Harrison Street -- $1.9 billion
2. Surface street connection from S. Yesler Street along Alaskan Way to Pike Street, including replacement of the Marion Street pedestrian overpass; a new connection from Pike Street to Elliot and Western avenues; reconstruction of the Lenora Street pedestrian overpass; viaduct removal; Battery Street Tunnel decommissioning -- $290 million
3. Completion of the Moving Forward Projects including a new surface Alaskan Way from S. King to S. Yesler streets, and a new roadway connecting the realigned Alaskan Way to East Marginal Way S.-- $600 million
4. Partial construction transportation mitigation (mitigation to offset loss of on-street parking during construction) -- $30 million

The CITY shall fund or procure funding for, if, and to the extent that, the Seattle City Council appropriates funds for these purposes as agreed to in the Additional Agreements (the Parties acknowledge that no funds will be appropriated by the ordinance that approves this Agreement):

1. City utility relocation costs associated with the program -- $248 million
2. Central seawall replacement -- $225 million
3. Promenade or public space along the central waterfront -- $123 million

4. City streets and transit pathways including the west phase of the Mercer Corridor Project and partial funding for the Mercer East and Spokane Street Viaduct projects -- $191 million
5. Evaluation of a potential First Avenue Streetcar, including a segment phasing approach -- $140 million (design and construction estimate)

The STATE and CITY shall jointly work with King County and the Port of Seattle to endeavor to fully secure the respective funding commitments of these contributing agencies.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the last day and year written below.

CITY OF SEATTLE

By: _____

Print: Greg Nickels

Title: Mayor

Date: 10/24/2009

STATE OF WASHINGTON

By: Christine Gregoire

Print: CHRISTINE GREGOIRE

Title: GOVERNOR

Date: 10/24/09

APPROVED AS TO FORM:

Elizabeth Lagerberg
By (print)

_____
Signature
Assistant Attorney General

Date: 10-22-09

EXHIBIT M2

Genesee Adkins
OIR-FY10 State Legislative Agenda RES
November 16, 2009
Version 3

RESOLUTION 31174

A RESOLUTION setting forth the 2010 State Legislative Agenda of the City of Seattle.

WHEREAS, the fundamental purpose of City government is to provide its citizens the highest level of service in the most efficient and cost-effective manner possible; and

WHEREAS, the City of Seattle's Legislative Agenda is built with input from our City departments, elected officials, regional governmental agencies, and advocates; and

WHEREAS, the City will lobby the Legislature in cooperation with these entities; and

WHEREAS, the 2010 legislative session will last sixty days and will develop supplemental operating, capital, and transportation budgets, as well as changes to state policy; and

WHEREAS, Seattle is committed to being a leader on public safety and violence prevention, thus providing safeguards and resources so that all people of Seattle may feel safe and protected; and

WHEREAS, all members of our community should have access to basic needs such as housing, and Seattle supports state funding and policy options that increase the availability of affordable housing; and

WHEREAS, elected officials of Seattle believe it is the state's responsibility to help fund critical services protecting our citizens and our quality of life, and that ensuring access to public benefits will help vulnerable individuals and families succeed; and

WHEREAS, the City will advocate to maintain state funding for human services, public health, education, and environmental programs; and

WHEREAS, Seattle is committed to protecting our natural environment and promoting efforts to reduce the effects of climate change and foster growth in green jobs; and

WHEREAS, Seattle will work with other local governments to protect direct state funding to local governments and support additional local authority to provide resources for transportation, public safety, human services, and public health programs; and

WHEREAS, state funding for local capital and transportation projects helps provide important community resources and we will work to protect funding for such projects; and

WHEREAS, Seattle is committed to equality, fairness, and social justice for all of its citizens; and

EXHIBIT N2

WHEREAS, Seattle elected officials support state economic development initiatives that give local governments the tools necessary to attract and retain businesses and put underutilized property to productive use; NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR CONCURRING, THAT:

Section 1. The City of Seattle 2010 State Legislative Agenda as attached to this resolution as Exhibit A is adopted.

Section 2. All issues on the City of Seattle State Legislative Agenda are important and will be worked on during the state legislative session. However, the Agenda is separated into two sections to lend some hierarchy and provide guidance to Legislators, City elected officials, and lobbyists. The sections in the Agenda are defined as follows:

Session Priorities – These are issues that are most important and directly impact the City of Seattle and will be the focus of our efforts throughout the legislative session.

Statement of Policy – This section presents long-held policy positions over a broad range of issue areas.

EXHIBIT N2

Adopted by the City Council the 14th day of December, 2009, and signed by me in open session in authentication of its adoption this 14th day of December, 2009.

President _____ of the City Council

THE MAYOR CONCURRING:

Gregory J. Nickels, Mayor

Filed by me this 22 day of December, 2009.

City Clerk

(Seal)

Exhibit A: 2010 State Legislative Agenda

EXHIBIT N2

COUNCIL CLERK

CITY OF SEATTLE

2010 State Legislative Agenda

MAYOR
Gregory J. Nickels

CITY COUNCIL
Richard Conlin, Council President
Tim Burgess
Sally J. Clark
Jan Drago
Jean Godden
Bruce Harrell
Nick Licata
Richard McIver
Tom Rasmussen

STATE TEAM
Office of Intergovernmental Relations
Emelie East, Director
Linda Cannon, Deputy Director
Tim Gugerty, State Legislative Liaison

EXHIBIT N2

SESSION PRIORITIES – 2010

Budget Safety Net: Do No Harm

Periods of economic downturn affect people from every walk of life, but their effects are felt most keenly by the vulnerable. Despite budget deficits at every level of government, preserving the basic safety net of services becomes a paramount civic responsibility. Preservation of these vital services makes both social and fiscal sense: residents dependent on these programs merely turn to a number of other services, which is often an inefficient and ultimately more costly solution. Seattle believes that the State should allow no further cuts to human services, public health, or the Housing Trust Fund.

Education

We believe it is the State's responsibility to fully fund K-12 education, and to implement programs that close the achievement gap. We support enhanced and stable funding for arts in public education. We also believe that the provision of state-wide, universal pre-K instruction assures that all children enter elementary school ready to learn. During challenging economic times, it is also particularly important to support community colleges, technical colleges, and state universities as they provide access to retraining and workforce development opportunities. Public educational institutions are also a major employer in Seattle and across Washington State and have a considerable impact on our economy.

The state constitution mandates the State to provide K-12 education for all children, including special needs children. Although the City of Seattle does not operate, manage, or fund public education, successful public schools are the heart of our neighborhoods and a quality education for all students is key to the social and economic vitality of our city and state. We are committed to the success of our Seattle schools and believe the State should continue to provide for the full funding of K-12 education.

Public Safety

We strive to ensure all people feel safe and protected in their homes, businesses, and on our streets. We would support a statewide ban on military-style assault weapons and the creation of a data collection and reporting system to determine what percentage of violent deaths are caused by these and other weapons. We also believe that local governments should have the ability to regulate firearms or weapons in public areas to ensure the safety of their communities and local circumstances. We also support early intervention in juvenile possession of illegal firearms, and believe proactive detention for juvenile offenses can deter potential future convictions under the more severe adult sanctions. We believe that cooperative, community-oriented policing plays a primary role in maintaining safe and balanced communities and that the Neighborhood Corrections Initiative partnership between the Department of Corrections and local law enforcement should be fully funded.

Revenue

We strongly support maintaining current municipal revenue authority and existing city and state shared revenues. We, in concert with the Association of Washington Cities,

EXHIBIT N2

support a broad city flexibility package that provides greater flexibility with existing revenues and local determination of how these revenues are allocated. We do not support unfunded mandates. Seattle also supports comprehensive reform of the Washington State tax system to provide revenue stability for cities and counties and a more progressive state tax structure, including consideration of a constitutional amendment to establish a state income tax.

Transportation

We believe that a well-maintained and supported transportation system is critical in advancing economic prosperity, meaningfully reducing greenhouse gas levels, and accommodating projected population growth in a sustainable manner. We support efforts to reduce vehicle miles traveled and to promote increased use of new and existing tools to move people and goods through cleaner, more efficient choices. We believe the State should fully fund the transportation infrastructure system, particularly when there is an identified safety risk. The State should also play an increased role in funding transit and transportation choices as part of our state system. We support legislative efforts to improve bicycle and pedestrian safety, including the Safe Routes to School program and Complete Streets policies. Seattle also values a variety of transportation options to support the local economy and tourism industry and is committed to ensure that those options are safe for all the traveling public. To that end, we seek legislation that will restore local regulatory oversight and enforcement over towncars and limousines, as existed in the past.

The State should support local tools to reduce congestion through strategic investments, like additional flexibility in the Transportation Benefit District statute, restoration of the Public Works Trust Fund, and the GTEC and TRPP components of Commute Trip Reduction. Seattle concurs with the Association of Washington Cities that cities need a permanent transportation funding source for basic street maintenance and preservation. We support legislation that would create a street maintenance utility that would charge different user classifications based on trips generated and a city's cost to maintain and preserve its existing system. Seattle also supports strategies to enhance local enforcement of traffic laws, such as revised unlawful transit conduct statutes and stricter fare enforcement to ensure security and safety on transit. We support moving forward on the deep-bore tunnel as the preferred alternative for replacement of the Alaskan Way Viaduct and upholding the responsibilities set forth in the Viaduct Memorandum of Agreement (Seattle Ord. 123133). As the project manager for the deep-bore tunnel, the State has the role to implement the project on time and on budget. We will continue to work with the State on design and cost estimation of the tunnel to assist in this effort. We also support other investments funded by the Nickel Package and Transportation Partnership Account. We support efforts to develop a full funding package for replacement of SR 520. Seattle supports tolling and congestion pricing as a demand management tool and encourages development of a regional pricing system to help fund transportation alternatives to single occupancy vehicles. We support improved efficiency and oversight in licensing, including the administration of disabled parking placards and the transfer of vehicle ownership and registration.

Washington State Department of Transportation
Paula J. Hammond, P.E.
Secretary of Transportation

Urban Corridors
401 Second Avenue South, Suite 400
Seattle, WA 98104
206-464-1121
Fax 206-464-1101
TTY: 1-800-833-6388
www.wsdot.wa.gov

May 21, 2009

Mr. Mike Rigsby
PB Americas Inc.
999 Third Avenue, Suite 2200
Seattle, WA 98104

Re: SR 99, Alaskan Way Viaduct and Seawall Replacement Project
Agreement Y-9715 Task BE, Amendment 05
Record Original & Notice to Proceed

Dear Mr. Rigsby:

Enclosed for your records is one fully executed original of Amendment 05, Task BE for Agreement Y-9715. The Amendment Task Start Date is April 10, 2006 and the Task End Date is extended from June 30, 2009 to December 31, 2009. The total amount authorized for this amendment remains $1,205,351 to assist the state as prescribed in the Scope of the Task Order document. This amendment is for the purpose of time extension and funds reallocation only; there is no change to the scope of work or the budget for this Task Order as a result of this Amendment.

The manager for this task is Alec Williamson. He may be reached at 206-382-6366. Invoices should be sent to him at 999 Third Avenue, Suite 2300, Seattle, WA, 98104.

Please call me at 206-716-1139 if you have any questions.

Sincerely,

Curtis E. Bronson
UCO Rates and Scope Verification Analyst
Urban Corridors Office

Enclosures:
cc: A. Williamson MS 230
G. Davis, MS 95
UCO Consultant Liaison Files
D. Dilley, MS 47323
B. Runion, MS 47420 (with second original)
T. Tobin, MS 230

EXHIBIT O

Washington State Department of Transportation

Task Order Amendment

All terms and conditions of this agreement are in full force and effect for this Task Order document.

Agreement No.	Y-9715
Task No.	BE
Amendment No.	05

On-Call Agreement Manager Information

Agreement Manager	Phone	Org.	Mailstop
Doyle Dilley	360-705-7107	308010	47323

Mailing Address			
PO Box 47323	Olympia	WA	98504-7323

Project Manager Information *(If different from On-Call Agreement Manager)*

Project Manager	Phone	Org.	Mailstop
Alec Williamson	206-382-6366	589206	MS-230

Mailing Address			
999 Third Avenue, Suite 2424	Seattle	WA	98104

Project Information

Project Title	
Design Alternatives Videos, Visual Simulations of Construction Sequences, Traffic Flow Plans & Graphic Support	
State Route No(s). SR 99	County(s) King

Task Schedule

Amendment Start Date	Task End Date
April 10, 2006	December 31, 2009

← No payment will be made for work done **PRIOR** to Amendment Start Date or for work done **AFTER** Task End Date

Task Cost

Prior Task Amount → **$1,205,351.00**

Work Order No.	Org. Code	Amount	Fed. Aid Part.?	This section required if there is Fed. Aid Part.	
				Fed. Aid Project No.	Fed. Aid Part. %
XL3233, Gp 28	589206	$0.00	○ Yes ◉ No	AZ (close)	0
XL3236, Gp 22	589206	-$14,540.21	○ Yes ◉ No	AZ (close)	0
XL3237, Gp 11	589206	$13,443.28	○ Yes ◉ No	AZ (close)	0
XL3237, Gp 11	589206	-$13,443.28	◉ Yes ○ No	0099(097)1 (keep	100
XL3238, Gp 25	589206	$14,540.21	○ Yes ◉ No	AN (keep open)	0
XL3240, Gp 25	589206	$0.00	○ Yes ◉ No	AZ (close)	0
XL3241, Gp 22	589206	$0.00	○ Yes ◉ No	AZ (close)	0
			○ Yes ○ No		
			○ Yes ○ No		
			○ Yes ○ No		

Amended Task Amount → **$0.00**

Total Task Amount → **$1,205,351.00**

Consultant Information

Prime Consultant	Contact
PB Americas, Inc. - AWV	Mike Rigsby

Address		
999 Third Avenue, Suite 2200	Seattle	WA 98104

Phone	Fax	E-Mail	
206-382-6352	206-382-5291	rigsbym@consultant.wsdot.wa.gov	[redacted]

Are there any Subconsultants working on this Amendment? ☐ Yes ☒ No
If Yes, complete the Subconsultant Worksheet and return with signed Task Amendment.

Approval Signatures

****Note: Two original signed Documents are required.****

Consultant

Washington State Department of Transportation

Agreement Manager *(Signature required for execution of document ONLY for Communications and Public Involvement and Environmental Services Agreements)*

DOT Form 130-010 EF
Revised 11/2003
EXHIBIT O

Agreement No. Y-9715
Task No. BE
Amendment No. 05

Scope of Task Order

Provide description of work and reference attachments for prime consultant and all subconsultants (to include detailed description of work schedule and estimate).

Report Due Date
November 30, 2009

The STATE has requested that the CONSULTANT continue providing design alternative videos, visual simulations of construction sequences, traffic flow plans and graphic support through the end of 2009 in light of the bored tunnel alternative. This support is on an as-needed-basis.

Scope: No change.

Schedule: Extend the Report Due Date from May 31, 2009 to November 30, 2009 and Task End Date from June 30, 2009 to December 31, 2009.

Budget: No change.

List of Attachments and Exhibits:
None.

Distribution: Originals: ☒ Consultant ☐ Accountant
Copies: ☒ File ☒ Task Manager ☒ Consultant Services ☒ Other Stacy Scott, UCO

DOT Form 130-010A EF
Revised 8/2003

EXHIBIT O

TREND NOTICE
ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROGRAM

Washington State Department of Transportation

Trend Title: **Establishment of Roadway Configuration - Bored Tunnel Alternative**	Date: 12/17/2009
Trend Log Number/Rev. **C0004**	Segment Name: Central Waterfront
Prepared By: Dawn McIntosh, 12/17/2009 Dawn M. McIntosh Name / Date Preparer's Supervisor Alec Williamson, 12/17/2009 Alec Williamson Name / Date	Approval Level / Authority: ☐ Director of Engineering & Administration Support
Nature of Change: ☐ Scope	☐ Schedule ☐ Budget
Does Trend Impact Legislative Funding Allocation? ☒No ☐Yes	Does Trend Affect Biennium Aging? ☒No ☐Yes

Level of Approval Requested:

☒ *Full Approval*

☐ *Approval for Scope Only; Additional Study / Justification to follow*

Description of the Trend (Use Continuation Sheets as Needed):

Approval of this trend will establish the basis for design and the geometric configuration for the Bored Tunnel Alternative.

- Basis for Design: See Attachment #1
  - The Bored Tunnel Alternative extends from a point between S. Royal Brougham Way and S. King Street, in the south, to Roy St., in the north
  - Functional Classification: Principal Arterial
  - Design Classification:
    - Holgate St. to Thomas St.: P1- Urban (Full Limited Access)
    - Thomas St. to Mercer St.: Urban Managed Access Class 1
    - Mercer St. to Roy St.: match existing Urban Managed Access Class 3
  - Design Speed:
    - The design speed and posted speed will be 50 MPH between S. Holgate Street and Thomas Street.
    - The design speed and posted speed will be 40 MPH from Thomas Street to the northerly project Terminus at Roy Street.
  - Horizontal and vertical Stopping Sight Distances will be met

- Bored Tunnel Alternative Geometric Configuration: See Attachment #2, Roadway Configuration, and Attachment #3, Bored Tunnel Alternative Alignment Study
  - Horizontal alignment:
    - South End: See Attachment #4 for South End Key Assumptions
      - The southerly end of the project limits will be located on Alaskan Way, between S Royal Brougham Way and S. King Street.
      - South Ventilation building will be located east of SR 99 between Dearborn Street and S. King Street.
      - The cut and cover section that transitions from the surface highway system to the bored tunnel will span from near Charles St. to S. King Street

- Two cross streets may be constructed. The new cross streets, Charles Street and Dearborn Street, will provide connectivity across the new SR 99 alignment between the city street grid system and the waterfront.
    - The number of intersections to be included in the project will be determined through an engineering analysis, the urban design approval process, and the results of a benefit-cost analysis. In order to match up the roadway configuration with the recently completed CEVP estimate of cost, a risk will be assumed in proceeding with two intersections in the baseline.
- All entering and exiting ramps will be right-on or right-off, except the Southbound Off ramp, which will be left-off.

- The Tunnel Bore:
    - The tunnel bore will begin on Alaskan Way, at the eye-wall, at the south side of the S. King Street intersection
    - The tunnel bore will traverse northwesterly under the Alaskan Way street right-of-way, between S. King St. and Yesler Way
    - The alignment will leave Alaskan Way street right-of-way near Yesler Way, travel beneath the existing Viaduct foundations, and traverse northwardly, under the 1st Avenue right-of-way near University Street
    - The tunnel bore will extend under the 1st Avenue right-of-way, from University Street to Stewart Street
    - Leaving 1st Avenue near Stewart St., the tunnel bore would traverse in a northerly direction, diagonal to the city street grid system, until it reached the 6th Avenue street right-of-way, near Denny Way
    - The northerly tunnel eye-wall will be located in 6th Avenue north of Thomas Street

- The North End:
    - The north cut and cover section will extend along 6th Ave between Thomas and Harrison
    - The north vent building will be located in the southeast quadrant of 6th Avenue and Harrison Street
    - All entering and exiting ramps will be right-on or right-off, except the Northbound On ramp and Southbound Off ramp, which will be left-on and left-off, respectively.
    - 6th Avenue will be extended from Harrison Street to Mercer Street with a curved alignment paralleling the west side of SR 99.
        - A second option for the 6th Avenue extension is under consideration, a straight alignment following the vacated City of Seattle right of way through the Gates Foundation parcel
    - Portions of 6th Avenue and Harrison Street will be reconstructed following completion of the cut and cover section.
    - Three cross streets, John Street, Thomas Street, and Harrison Street, will be reconnected across Aurora Avenue following opening of the bored tunnel.
    - Broad Street, through the project limits, will be vacated by the city of Seattle
    - The northerly terminus of the retained cut and connections back into the surface street grid system will occur in the vicinity of Mercer Street

- Tunnel cross section:
    - For estimating purposes, the inside diameter of the tunnel will be approximately 49 feet.
    - The tunnel will be in a stacked arrangement with two northbound travel lanes on the lower deck and two southbound lanes on the upper deck.
    - The travel lanes will be 12.0' in width, minimum
    - The 4.0' (minimum) shoulders in both the northbound and southbound directions will be located on the same side of the tunnel as the emergency exits and egress corridor to provide safe passage to the emergency stairwells in the event of an emergency
    - The 2.0' (minimum) shoulders in both the northbound and southbound directions will be located on the plenum side of the tunnel

- The tunnel vertical clearance for each deck will be a minimum of 15' over the travel lanes and 14.5' minimum over the shoulders.

- Vertical Alignment: See Attachment #5: Tunnel Profile Memo
  - Maximum grade will be +/- 6.0%.
  - Minimum vertical clearance of 0.5 Tunnel Diameter will be provided under the Elliott Bay Interceptor and Burlington Northern Santa Fe railroad tunnel.
  - Minimum vertical clearance between the tunnel and the pile tips of the existing Alaskan Way Viaduct will be 10.0 feet.
  - Since alternative tunnel profiles are under consideration, a future Trend may be necessary to address the selection of the baseline vertical profile.

Justification for the Trend (Use Continuation Sheets as Needed):

Why are we requesting approval of this Trend, and what are the benefits?
This trend is being requested to establish the Bored Tunnel Alternative geometric configuration resulting from the Value Engineering (V.E.) and Cost Estimation Valuation Process (CEVP) studies that occurred from October 24, 2009, to November 30, 2009.

The benefits of establishing the Bored Tunnel Alternative geometry is to finalize the horizontal and vertical alignments and tunnel cross section so that the Supplemental Draft Environmental Impact Statement (SEIS) can be completed and the Tunnel Design-Build Request for Proposals (RFP) can be completed. These processes need to be completed in a timely manner, so as to maintain schedule adherence.

If the Trend is approved, what are the drawbacks? Identify and discuss any negative impacts.
Prior to the completion of the recent VE and CEVP Studies, the project was being designed to primarily follow the 1st Ave alignment. Thus, all Engineering studies and Supplemental Draft EIS Discipline Studies, and associated plan sets, were prepared based on the 1st Ave alignment. Approval of this Trend will adopt the VE and CEVP studies recommendation to shift the alignment onto Alaskan Way Blvd. to mitigate cost and risk issues associated with the earlier alignment.

Drawbacks include:
- Re-working of EIS Discipline Reports and EIS Snap Shot Plans
- Re-working of Engineering Technical Reports and Tunnel Design-Build RFP Reference Plans sets
- Increase cost of Preliminary Engineering to perform the re-work,
- Completion of the Tunnel Design-Build RFP needs to be delayed slightly to allow the time needed to perform the preliminary engineering re-work.
- The project will meet the overall program schedule

Impacts of this Trend:
Improved Maintenance of Traffic during construction
Overall schedule impact reductions
Reduction to the overall project costs
Reduction in the overall project risks have been mitigated by shifting the alignment from 1st Ave to Alaskan Way.

Schedule Impacts to QPR Milestones:
Since this trend is only for the purpose of establishing the Bored Tunnel Alternative geometric configuration, there are no overall project schedule impacts anticipated as a result of this trend. Delays associated with the RFP will be absorbed within the overall schedule. The schedule for this alignment will become the new baseline schedule for the project. The table below identifies the key milestones associated with WIN U09903A.

Milestone Description	Date Before Trend*	Date After Trend	# Calendar Days Impact
Project Definition Complete	31-Jul-09	31-Jul-09	0
Begin Preconstruction Engr.	1-Oct-09	1-Oct-09	0
Environmental Doc. Compl.	31-Mar-11	31-Mar-11	0
RW Certification	NA	May 2010	NA
Advertisement Date (DB- RFP)	NA	May 2010	
Operationally Complete	24-Dec-15	24-Dec-15	0

* "Date Before Trend" from Trend CW0011R1 (2009 Legislative Final Budget Based on Single Bored Tunnel Alternative)

the "project schedule" - construction of the bored tunnel

Schedule Impacts to Other Milestones:

Milestone Description	Date Before Trend	Date After Trend	# Calendar Days Impact
Bid Opening	NA	October 2010	NA
Award		January 2011	
Execution		TBD	TBD
Construction Start (NTP)	3-Jan-11	January 2011	NA
Final Contract Completion	TBD	TBD	

Cost Impacts (x $1,000)

Since this trend is only for the purpose of establishing the Bored Tunnel Alternative geometric configuration, there are no cost impacts anticipated as a result of this trend. The cost of this alignment will become the new baseline estimate for the project.

Project Phase	Baseline Target Estimate*	Trend Estimate	Variance from Trend
PE	268,170,000	TBD	TBD
RW	181,370,000		
CN	1,041,130,000		
Total	1,490,670,000		
Total Estimated Impact			

* "Baseline Target Estimate" from Trend CW0011R1 (2009 Legislative Final Budget Based on Single Bored Tunnel Alternative)

Business Management/Project Controls Review:

Aging Summary Table (x $1,000)

Phase	Cost	Prior	09-11	11-13	13-15	15-17
Preliminary Engineering	Current Trended Budget	-	-			
Right of Way						
Construction						
Total	Budget	-	-	-	-	-
	This Trend Estimate	-	-	-	-	-
	Revised Budget	-	-	-	-	-
This Trend Estimate v. Current Trended Budget						

PENDING

Mitigation(s) for the Trend:

Since this trend is only for the purpose of establishing the Bored Tunnel Alternative geometric configuration, there is no mitigation proposed as a result of this trend.

List and Description of Attachments:

- Attachment #1: SR 99 Program Corridor - Basis for Design
- Attachment #2: Bore Tunnel Alternative - Plan, Profile, and Cross Section
- Attachment #3: Bored Tunnel Alternative - Alignment Study
- Attachment #4: South End Key Assumptions
- Attachment #5: Bored Tunnel Alternative - Profile Memo and Profile Criteria Spreadsheet

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Acknowledgement Status (Name / Date):

☐	AWV&SRP Director of Operations		/
☒	AWV&SRP Director of Program Management	[signature]	/ 12-18-09
☒	AWV&SRP Director of Central & North Projects	[signature]	/ 12/18/09
☐	AWV&SRP Director of South End Projects		/

Approval Status:

☑ *Fully Approved*

☐ *Elevate to Program Administrator*

☐ *Approved for Scope Only; Additional Study / Justification Required (See "Instructions" Below)*

☐ *Defer Approval Pending Receipt of Additional Information (See "Instructions" Below)*

☐ *Rejected*

Instructions:

Approval Authority (Name / Date):

☑ Director of Engineering & Administration Support _____/ 12/18/09

☐ Program Administrator _____/_____

Instructions:

Does Fully Approved Trend require a PCRF? ☐ Yes ☐ No

Does Fully Approved Trend require a 603 Form? ☐ Yes ☐ No

If Approved; Updating of Project Cost / Schedule Basis/Baselines:

☐ *Cost Basis / System Updated*

☐ *Schedule Basis/ System Updated*

_____

Project Controls Manager Name / Signature / Date

If Approved; Updating of Project Cost / Schedule with PCRF Submittal:

☐ *PCRF Submitted*

_____

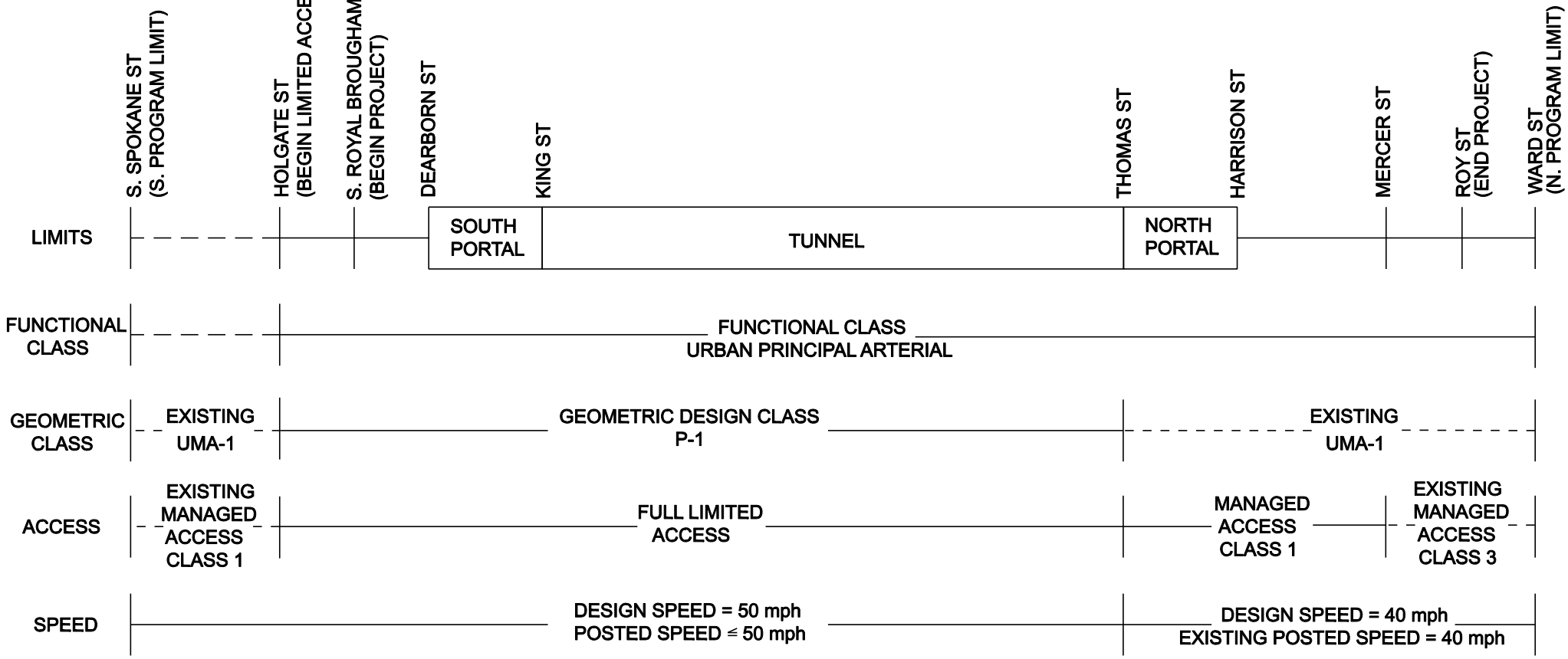
Business Manager Name / Signature / Date

Distribution: AWV Project File; WSDOT Task Order Manager; AWV Document Control; AWV UCO; AWV Project Controls

TREND C0004

ATTACHMENT # 1

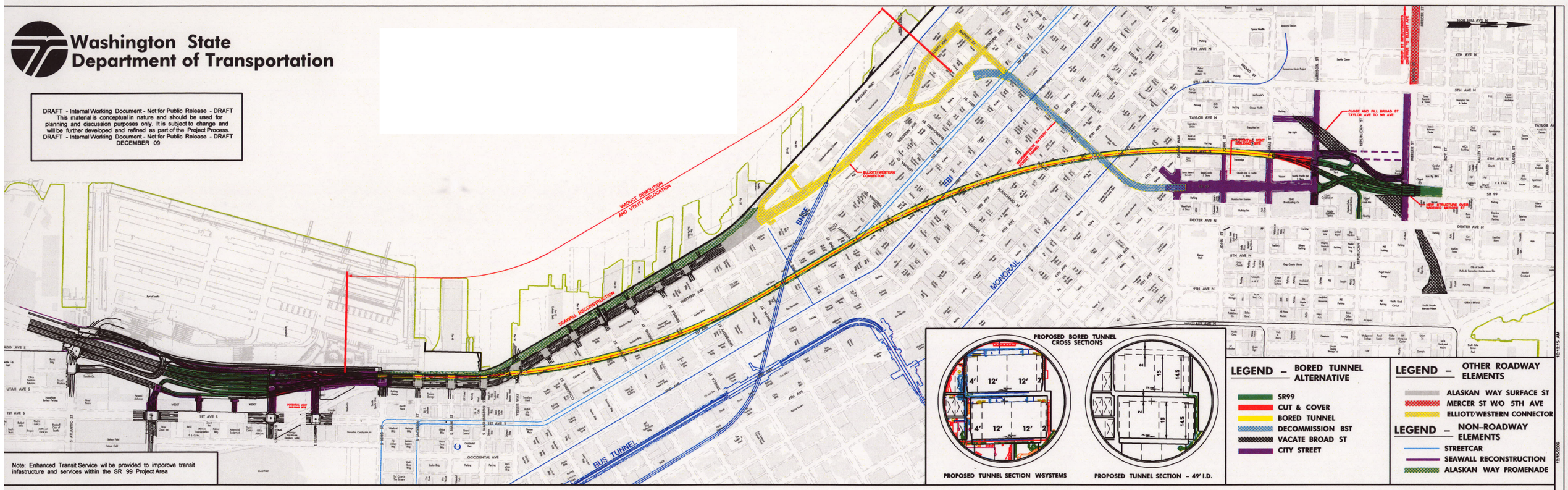
BASIS OF DESIGN
SR 99 PROGRAM CORRIDOR



SR 99 Central Waterfront Bored Tunnel Alternative

Washington State Department of Transportation

DRAFT - Internal Working Document - Not for Public Release - DRAFT
This material is conceptual in nature and should be used for planning and discussion purposes only. It is subject to change and will be further developed and refined as part of the Project Process.
DRAFT - Internal Working Document - Not for Public Release - DRAFT
DECEMBER 09



Note: Enhanced Transit Service will be provided to imporove transit infrastructure and services within the SR 99 Project Area

PROPOSED BORED TUNNEL CROSS SECTIONS

PROPOSED TUNNEL SECTION W/SYSTEMS

PROPOSED TUNNEL SECTION – 49' I.D.

LEGEND – BORED TUNNEL ALTERNATIVE

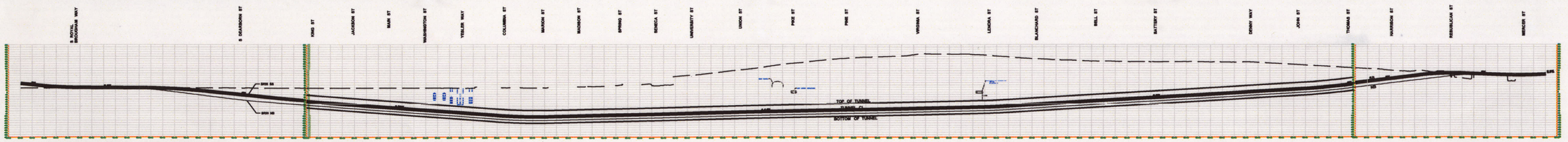
- SR99
- CUT & COVER
- BORED TUNNEL
- DECOMMISSION BST
- VACATE BROAD ST
- CITY STREET

LEGEND – OTHER ROADWAY ELEMENTS

- ALASKAN WAY SURFACE ST
- MERCER ST W/O 5TH AVE
- ELLIOTT/WESTERN CONNECTOR

LEGEND – NON-ROADWAY ELEMENTS

- STREETCAR
- SEAWALL RECONSTRUCTION
- ALASKAN WAY PROMENADE



TUNNEL PROFILE - DRAFT DEC 15 2009

DRAFT - Internal Working Document - Not for Public Release - DRAFT
This material is conceptual in nature and should be used for planning and discussion purposes only. It is subject to change and will be further developed and refined as part of the Project Process.
DRAFT - Internal Working Document - Not for Public Release - DRAFT
DECEMBER 09

\BT Dec 09 - BPRworkingEIS-PLT.dgn 12/15/2009 10:12:12 AM

12/15/2009 10:12:15 AM

Trend C0004 Attachment #3
Bored Tunnel Alternative - Alignment Study

Pending Completion
Due from Alec Williamson
12/24/09

Placeholder: Replace with Study

ATTACHMENT 4- SOUTH END KEY ASSUMPTIONS

TREND C0004

General South End Configuration Assumptions

- Alaskan Way connects south to East Marginal Way which utilizes the Little "h" roadway configuration.
- The Bored Tunnel "eyewall" is located just north of King Street to just south of King Street at a depth of approximately 27 feet to tunnel crown to clear the major utilities in King Street.
- The SR 99 mainline grade within the cut and cover area is set at 5%
- The NB on-ramp grade is approximately 7 to 8%
- The SR 99 cut-and-cover tunnel and boat section roadway width matches the bored tunnel roadway width of 30 feet curb-to-curb.
- The RR Avenue ramps are utilized for the Maintenance of Traffic during construction
- Viaduct and seawall ground improvements were planned to mitigate the expected bored tunnel settlement at 0.5% ground loss.
- First Ave alternative surface street configuration can be maintained.

Cost Assumptions

- Viaduct and Seawall settlement mitigation north of the eyewall can be accomplished through ground improvements, with an additional Base Cost of $15 M.
- Bored tunnel crown ground improvement can be accomplished with jet grouting at and additional Base Cost of $3 M.
- No future relocation of SCL T&D and Communications duct banks are required at a Base Cost savings of $2 M.
- Mainline Stacked cut and cover length and avg depth = 450 ft L & 75 ft avg D
- Mainline Braided cut and cover length and avg depth = 400 ft L & 50 ft avg D
- Ramp cut and cover length and avg depth = 620 ft L & 40 ft avg D
- Length of retained cut for mainline and ramps = 1400 ft
- Surface street improvement cost estimate = $10 M Base Cost
- Existing viaduct protection within cut and cover section? None considered.

Washington State Department of Transportation

Memorandum

December 16, 2009

TO: Design Documentation File

FROM: Alec Williamson, P.E.
206-382-6366

SUBJECT: Mainline Bored Tunnel Profile Criteria

Introduction and Background
This memo is being written to establish a set of criteria to assist in the development of a mainline bored tunnel profile for SR 99 through downtown Seattle between Royal Brougham Way and Mercer Street. In addition this memo will document some of the factors and decisions that will serve to assist the reader in understanding how and why the design profile was established.

Two fundamentally incompatible factors influence the location of the tunnel profile. The construction of soft ground tunnels is typically less expensive and creates less ground loss and disruption to development above when conducted as deep underground as possible. Conversely, tunnel traffic operations are negatively impacted by steep and long grades. All other things being equal, long term operations would favor a shallower profile while construction impacts, risk and cost favor a deeper profile.

This document is preliminary in nature and considers only one of the alternatives to replacing the Alaskan Way Viaduct, the bored tunnel. Further, this document assumes the adoption of the Alaskan Way to 1st Avenue to 6th Avenue alignment as the preferred bored tunnel alignment.

Design Criteria
Mainline profile criteria are included in the attached spreadsheet. Other design criteria are included in the project Design Parameters document which will be included in the Design Approval Package. What follows is a brief discussion of the major constraints and considerations that have driven the profile design development.

Tunnel Headwall
Each portal must have a minimum depth of cover to the tunnel boring machine crown of at least 25 feet. This is shallow given the large diameter tunnel being considered for this project. Considerable ground improvement will be needed to minimize damage at the ground surface. The tunnel is to be bored from the south starting at the south edge of the Alaskan Way and King Street intersection.

Alaskan Way Viaduct Piles
The bored tunnel alignment runs parallel and adjacent to the viaduct between King Street and Washington Street, then continues northward under the viaduct at Yesler Street. A minimum 10 feet of clearance must be maintained between the edge of the tunnel boring machine and the tips of any piles that are in the path of the tunnel. This clearance provides a margin of error in the event that the pile locations are not precisely known prior to construction. If the TBM were to strike a pile while excavating the tunnel, major damage would occur both to the TBM and to the viaduct, which is an unacceptable outcome. Some viaduct settlement is expected and mitigation will be required.

Columbia Street Vicinity Geology
Based upon preliminary sampling, it appears that softer soil layers may exist to a very deep elevation at the Columbia Street area. It is important for the tunnel to be below this soil layer if possible, so a constraint has been established to keep the top of the TBM at least 90 feet below the ground surface at this location to minimize risk.

Elliott Bay Interceptor (EBI) Large Diameter Sewage Pipe
The TBM will be crossing under the EBI as it crosses under 2nd Avenue and begins to rise toward the north portal. The EBI is very large and may be constructed of unreinforced concrete, and therefore is sensitive to settlement. The EBI also would be very difficult to mitigate if it were to settle or leak. A clearance of 30 feet from the outside of the TBM to the outside of the EBI was established as a minimum since at that clearance significant damage due to settlement was deemed unlikely.

Desirable Mainline Grade and Minimizing Length of Grade
WSDOT Design Manual standards allow up to a 7% grade, however length of grade combined with steep grades is the biggest issue in the case of this tunnel profile. The tunnel is well over 9000 feet long and from each portal to the low point is several thousand feet. These lengths of grade would require a truck climbing lane in both directions, however that is not possible due to the extraordinary costs of tunneling. A design deviation is in process for length of grade. To mitigate the truck speed reduction caused by length of grade, the profile is being designed with longer sections of flatter grades where possible, rather than shorter steeper grades. It would be desirable to have loaded truck speeds reduced by no more than 10 mph in the southbound direction because of a proposed southbound left off-ramp near the south portal.

Portal Locations
The south and north “eyewall” locations have been established at King Street and Thomas Street, respectively. The limits of cut and cover are established at Harrison in the north portal area. In the south portal area, the cut and cover limit will be located at either Dearborn Street or Charles Street, depending upon the surface street configuration

ultimately selected. For the purposes of preliminary analysis the design team will be using Charles Street.

AW:aw
Attachment: profile criteria spreadsheet

cc:

Trend C0004 Attachment #5 Continued

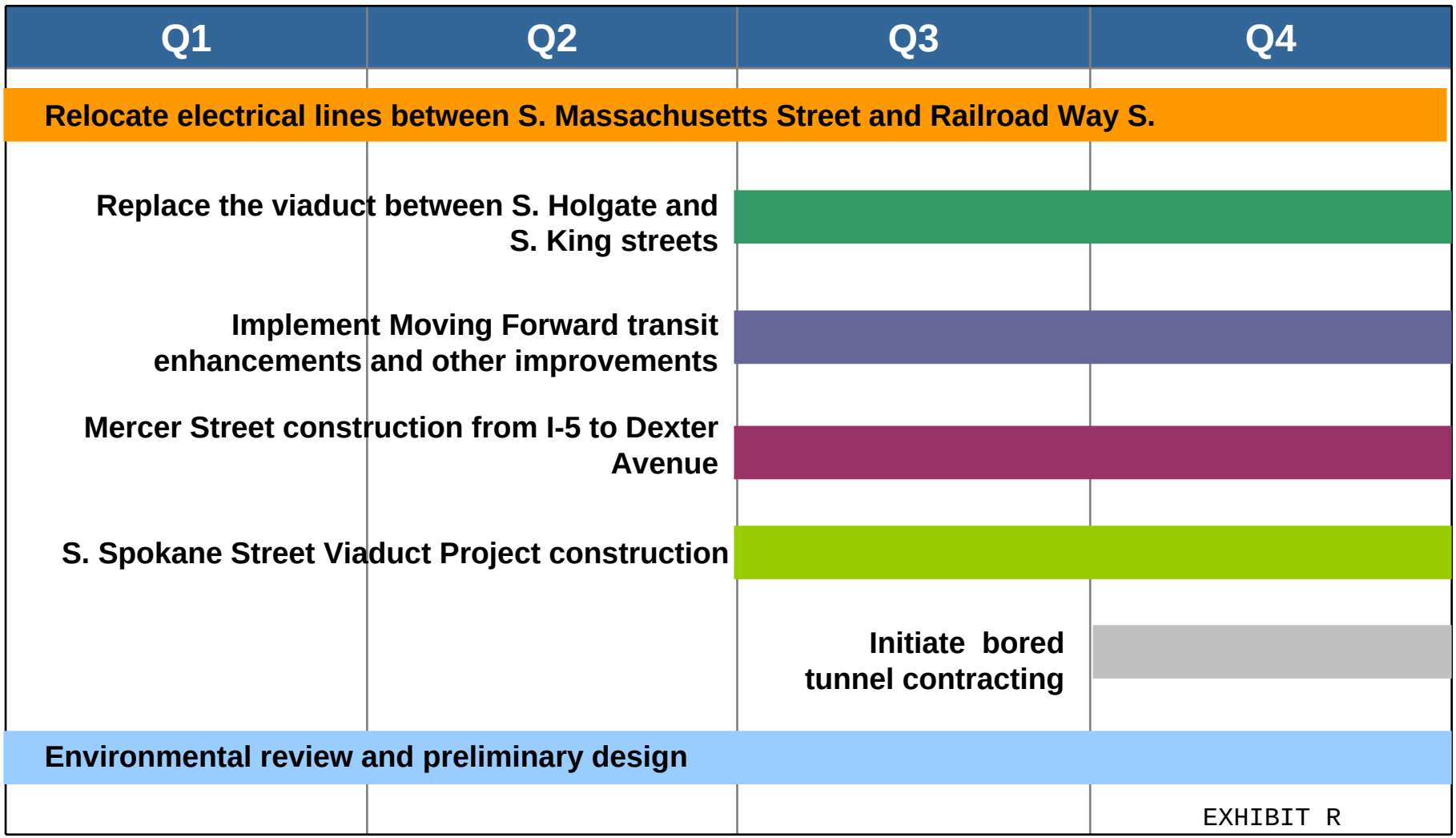
Bored Tunnel Profile Criteria	
12/18/2009	
Criteria Element	**Value**
Design Speed South of Thomas St	50 MPH
TBM Outside of Shield Diameter	56 FT
Tunnel Inside Diameter	49 FT
Minimum Clearance from Ground Surface to TBM crown (South Portal)	25 Ft
Minimum Clearance from TBM Shield to Any Viaduct Pile Tips	10 Ft
Minimum Clearance from Top of TBM Shield to Ground Surface at Marion St. Vicinity	110 ft
Minimum Clearance from TBM Shield to Elliott Bay Interceptor Pipe	30 Ft
Minimum Clearance from Ground Surface to TBM crown (North Portal)	25 Ft
Minimum Elevation of Tunnel Crown Outside of Liner	Elevation 95
Maximum BT Desirable Mainline Grade	5%
Maximum Desirable Truck Speed Reduction on Upgrade	15 MPH
End of Mainline Cut and Cover Section - South (2 Intersection Option)	Charles St.
End of Mainline Cut and Cover Section - South (1 Intersection Option)	Dearborn St.
End of Mainline Cut and Cover Section - North	Harrison St.

Environmental Process

Alaskan Way Viaduct and Seawall Replacement Program Elements	SDEIS Project Level Analysis	SDEIS Program Level Analysis only
Bored tunnel and portals	X	
Viaduct removal	X	
Battery Street Tunnel	X	
Alaskan Way surface street		X
Transit		X
Mercer underpass and 6th Avenue	X	
Other surface street improvements (including Mercer West)		X
Waterfront promenade		X
Seawall		X

EXHIBIT Q

2009 Activities and Milestones



The Alaskan Way Viaduct & Seawall Replacement Program

Central Waterfront

Preliminary Construction Timeline

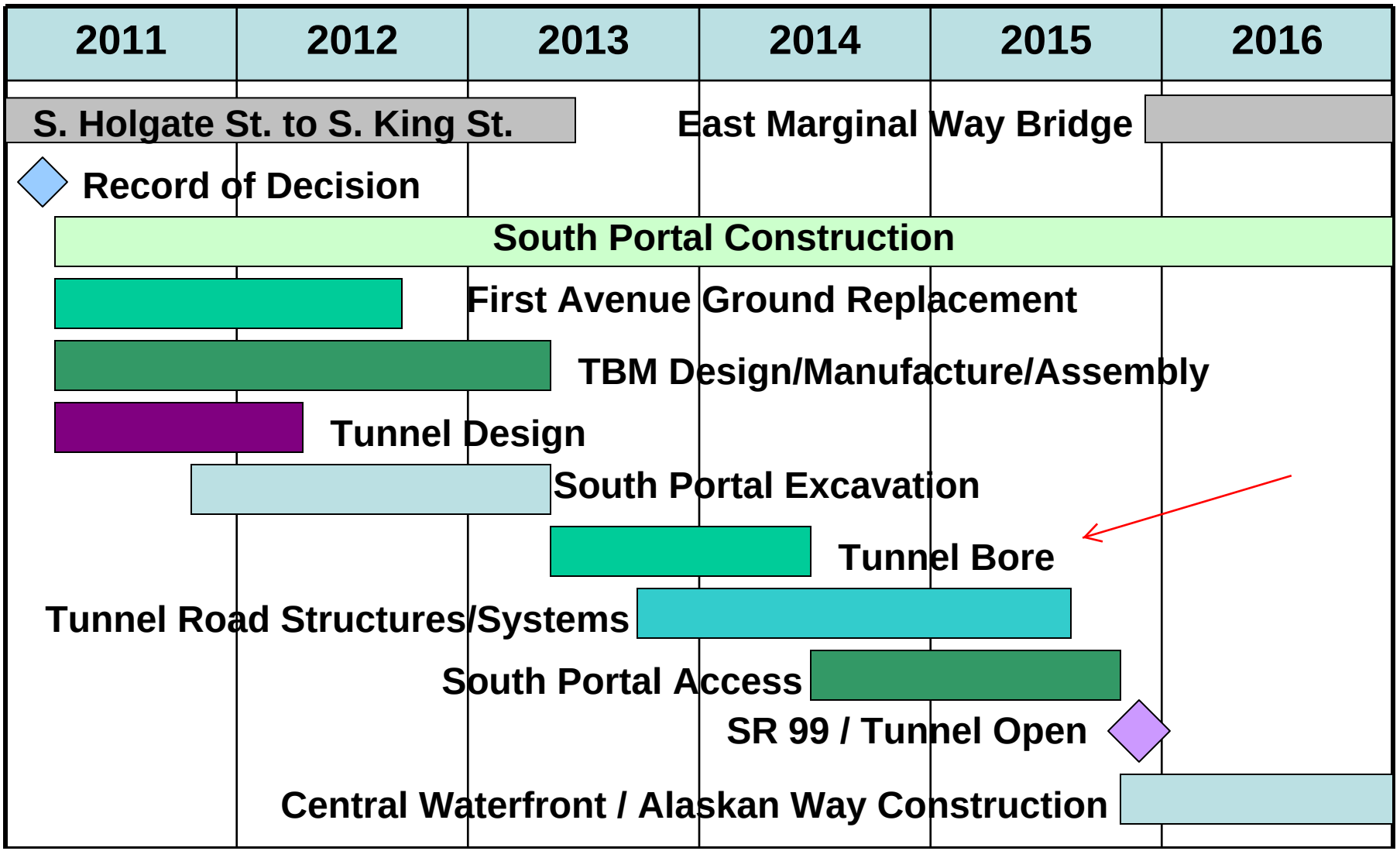


EXHIBIT R

Alaskan Way Viaduct and Seawall Replacement Program

Holgate to King Stage 2 and Bored Tunnel Interface Options and Decisions Workshops 1 & 2

MEETING MINUTES

ATTENDEES:

2-17-09	2-20-09	ATTENDEE	2-17-09	2-20-09	ATTENDEE
✓	✓	Ali Amiri, WSDOT	✓	✓	Vic Oblas, VOSK
✓		Bob Chandler, SDOT	✓	✓	Bill Ott, OTT
		Wally Chen, PB	✓	✓	Don Phelps, PB
✓	✓	Gordon Clark, PB	✓	✓	Mike Rigsby, PB
✓	✓	Mike Colyn, PB	✓	✓	Jim Robison, HMM/PMAC
✓	✓	Rick Conte, PB	✓		Kevin Sakai, OTT
✓	✓	Ken Fiorentino, Jacobs	✓		Jim Struthers, WSDOT
✓	✓	Theresa Greco, WSDOT		✓	Bob Valenti, PB
✓	✓	Mike Johnson, SDOT	✓	✓	Alec Williamson, WSDOT
✓		Einer Handeland, PB	✓		Laura Wojcicki, PB
✓	✓	Asvin Mandadi, PB			

SUBJECT: Holgate to King (H2K) Stage 2 and Tunnel Interface Options and Decisions Workshop

DATE/TIME: Workshop 1 - February 17, 2009 / 1:00 p.m. – 4:00 p.m.
Workshop 2 - February 20, 2009 / 1:00 p.m. – 3:00 p.m.

LOCATION: AWVSRP Office, 23rd Floor Training Room South

DISTRIBUTION: Attendees, plus:
Matt Preedy, WSDOT; John White, WSDOT; Chris Wellander, PB; AWVSRP DCC; GEC Document Control

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2-17-09 WORKSHOP 1

MEETING AGENDA

1. Goals
2. Workshop Objective
3. Presentation of H2K Stage 2 Transition Area Staging Alternatives
   - Assumptions
   - Walk Thru Alternatives and Construction schedules
   - Present Pros and Cons independent of the Bored Tunnel

   Baseline Alternative 1 – 60% PS&E Design – WOSCA Detour
   Alternative 2 – Inline Transition Structures with SR99 Closure
   Alternative 3 – Side Connection Transition Structures with SB SR 99 Closure
   Alternative 4 – Inline Transition Structures with Modified WOSCA Detour
   Alternative 5 – Side Connection Transition Structures with Modified WOSCA Detour
4. Interface with the Bored Tunnel and South Portal Construction
   - Bored Tunnel team responses to the Transition Area Alternatives for H2K
   - Pros and Cons for each for Bored Tunnel Construction
5. Discussions, Pros & Cons Evaluation, and Conclusion
   - Choose preferred alternative or develop Hybrid alternative

EXHIBIT S

MEETING MINUTES

DISCUSSION:

1. Goals

- The stated goals for this workshop:
- Proceed with H2K design to meet September, 2009 Ad Date
- Minimize traffic disruptions on SR 99 as well as on City streets
- Address constructability issues during contract overlaps between H2K and Bored Tunnel
- Discuss transition area north of Royal Brougham and reconnection to the Existing Viaduct

2. Workshop Objectives

- Objectives stated as follows:
- Begin construction of H2K as soon as possible; complete as much work as possible before heavy construction for the Bored Tunnel begins.
- Address Bored Tunnel impacts
- Discuss the H2K Transition Area Alternatives, and develop pros and cons for each alternative relative to each contract.
- Collective decision on recommendations on detour strategy for H2K
- Select transition structure connection; strategy must meet ad date, minimize delays to construction of the Bored Tunnel

3. Presentation of H2K Stage 2 Transition Area Staging Alternatives

- Assumptions
- Vacating the Whatcom Lead could save 8 months in the H2K schedule
- SR99 Traffic would be detoured to 1st Avenue during closures. The minimum closure would be 1 month. A different profile would tie in to transition structures.
- Alaskan Way South would be closed between S. King Street and Atlantic Street for the first 8 months of the project. It could then re-open, with 2-lanes/2 way traffic. This would provide a 3 month gain in schedule to build the U-Tube,
- The WOSCA staging area would be shared between the Bored Tunnel and H2K contactors.
- The south end portal construction begins April 2011.
- The assumption that the Tunnel Boring Machine (TBM) will be set up starting Nov 2011 was revised to June 2012.

- Asvin Mandadi walked through Alternatives and Construction schedules
- Alternative 1 was presented as the baseline scenario (WOSCA detour with Inline Transition Structures) that was progressed beyond the 60% PS&E design and work was stopped on the WOSCA detours in January 2009 pursuant to the Bored Tunnel announcement.
- Alternative 2 presented the most advantage for the Bored Tunnel contractor in terms of use of WOSCA staging area, and the schedule for completing the Transition Structures by August 2011. This alternative does not meet the objective of minimizing traffic disruptions on SR 99 and City streets.
- Alternative 3 has the same staging area and schedule advantages as Alternative 2 for the Bored Tunnel contractor. This alternative on one hand does not meet the

objective of minimizing traffic disruptions on SR 99 and City Streets, and on the other hand requires several spans of the mainline Viaduct be retrofitted.
- Alternatives 4 and 5 were removed from consideration. WOSCA detour via 1st Ave and Railroad Way Ramps in both alternatives presents a challenge to access the Staging area constrained by the detour on one side, and by the Railroad Ramps on the other.
- Alternative 6 was introduced for further study. This alternative would re-align WOSCA detour in two stages from its connection to the RR Ramps in Alternative 1 to a direct connection to the newly built SB mainline with the Viaduct removed. This would become the long-term detour for H2K until the Bored Tunnel construction is complete. The Transition Structures would not be built.

- Ken Fiorentino presented the following as considerations for the Bored Tunnel work:
- The assumption for Tunnel Boring Machine setup in Nov 2011 was removed
- Between WOSCA and S King St. the method of construction chosen was to build secant walls on either sides of the excavation pit, support the utilities, deck the surface at about 8 feet below ground, relocate the utilities and back fill. Excavation then takes place between the shafts before the TBM is launched in June of 2012.
- Construction for the South Portal in all cases would begin on 1st Ave from S King St. to the South and proceed south into the WOSCA property. Contractor would need Railroad Way ramps removed to proceed into WOSCA.
- Once the South Portal work is complete within WOSCA, the entire WOSCA site is needed for the Tunnel contractor to stage for the TBM.
- The length required to assemble the TBM is 250 feet. Fabrication takes 16 months. The actual time to bore the tunnel is 11 months. It will take 5 months to set up machines, construction office, cages, slurry plant etc., requiring an approximate area with dimensions 120' X 1,300'.

The comparison matrix for each alternative was updated to develop Pros and Cons for the Bored Tunnel. The matrix updated during 2-20-09 Workshop 2 is attached.

DECISIONS 2-17-09:

- Alternatives1, 4 and 5 were removed from further consideration, leaving 2-3 and the 6 for further consideration.

ACTIONS for 2-10-09:

- The H2K Team will develop Alternative 6.
- The Bored Tunnel team will assess WOSCA staging for Alternative 6.
- A follow-up workshop will be held February 20, 2009, from 1:00 P.M. to 3:00 P.M. in the 23rd Floor Training Rooms.

MEETING MINUTES

2-20-09 WORKSHOP 2

MEETING AGENDA

1. Present Alternative 6
2. Present Alternative 3A – Developed new by Project Team
3. Discuss Pros and Cons of remaining Alternatives
4. Select remianing alternatives for Sr. Management Decision making

DISCUSSION:

Goals and Objectives are the same as set on 2-17-09

Presentation:

- Alternative 6 and 3A were presented with Pros and Cons.
- Alternative 6 was presented and the staged construction of WOSCA detour from its alignment in Alternative 1 to the final location was discussed.
- RR Ramps can be removed in Nov 2011 as soon as NB WOSCA detour is tied-in.
- Construction of a the relocated WOSCA detour is very constrained in Stages 3 & 4
- Approximately 1.25 Ac of WOSCA in the NW corner is not available to the Bored Tunnel contractor. The final alignment of WOSCA detour occupies this space.
- The initial reaction to Alternative 6 was that the Tunnel Team would need all of WOSCA
- Closing RR Ramps to all traffic to facilitate accelerated WOSCA detour construction to its final location was considered. Project team responded as follows:
    - SB SR99 must be detoured first on to WOSCA as soon as the SB mainline bridge and west 1/3rd of the south approach fill are complete
    - The central 1/3rd of the south approach fill is completed with SB SR99 on WOSCA detour
    - The Viaduct has to be demolished to build NB WOSCA detour
    - NB WOSCA detour must then be completed and detoured on to the SB mainline bridge
    - This sequence must be followed for any alignment of WOSCA. With the Viaduct in place, SB WOSCA detour to be closer to its final location would require several geometric deviations rendering the movement very constrained and unsafe.
- Alternative 3A was developed by the Project Team as a variation to Alternative 3 with a 25 MPH design speed for the Transition Structure tie-in to the Ex Viaduct
    - The SB transition structure tie-in connects north of the NB transition structure tie-in
    - The mainline traffic is always maintained on SR 99 before it is diverted on to the Transition Structures
    - The number of frames that need to be retrofitted drops from 6 to 4.

MEETING MINUTES

- The SB SR 99 traffic in 2 x 11' lanes has to snake through the existing columns at a lowered design speed.
- Barriers would be placed on both sides of the traffic lanes to protect columns
- The entire WOSCA site is available to the Bored Tunnel contractor as early as Jan 2011
- RR ramps can be removed by Oct 2011 as soon as the replacement ramps are built
- This alternative was favored by all due to the fact that it meets the objective of not disrupting SR99 and City street traffic, maintains traffic on SR 99 at all times, maintains the Bored Tunnel construction schedule, and the entire WOSCA site is available to the Bored Tunnel contractor in Jan 2011.

The comparison matrix was updated for alternatives 3A and 6. For all alternatives to the team developed considerations in lieu of pros and cons for the Bored Tunnel. The matrix is attached (updated to 2-20-09 discussions).

DECISIONS:

- Alternative 3 was eliminated and replaced with Alternative 3A which would be considered in the decision making
- Baseline Alternative 1 will be shown for comparison purposes

ACTIONS:

- Alternatives 2, 3A and 6 will be presented to Ali Amiri for furthering to Sr. Management for Decision making week of 2/23/09

Alaskan Way Viaduct Replacement S – Holgate St to S. King St.- **H2K and Bored Tunnel Interface Workshop**

Goal:
Decision on Transition Area Alternative for Holgate to King Project (H2K)

Objective:
Minimize Traffic and Business disruptions on SR 99 and Surface Streets; Maintain Holgate to King September Ad Date.

Assumptions:
1. Whatcom Lead Vacated during Construction; 2. SR 99 traffic detoured on to 1st Ave during closures; 3. Alaskan Way S closed between S King St. and Atlantic St.; 4. WOSCA Staging Area is shared between Holgate to King (H2K) Contractor and Bored Tunnel (BT) Contractor; 5. South End Portal Construction begins April 2011

Alternative	Description	Traffic Operations	Cost	H2K Pros & Cons	Bored Tunnel Considerations
Baseline – Alternative 1 Inline Connection with WOSCA –(Not being considered further 2/20/09)	Design Speed: WOSCA Detour • 25 MPH – Superelevation deviated Transition Structures • 45-50 MPH with approved deviations Channelization: WOSCA Detour • 2 x 2 lanes with temporary NB on and SB off ramps Transition Structures • 2 x 2 lanes with temporary NB on and SB off ramps	SR99 mainline: • Weekend and nightly closures for Viaduct demolition and tie-in of WOSCA detour to RR Way Ramps 1st Ave • No impacts Alaskan Way S • Detoured to 1st Ave S. via the RR Way S (Feb 2010–Feb 2011) • 2 Way connection between S King St and Atlantic St starting March 2011	60% CEVP estimate - $55M • Transition Structures (Inline) plus WOSCA detour	Pros: • H2K EA not impacted • Night and Weekend closures of SR 99 for WOSCA Detour tie-ins Cons: • High cost of constructing two sets of temporary structures • Lower Speed and deviated geometrics for WOSCA Detour	**Considerations:** • Railroad Ramps removed – March 2011 • WOSCA Detour removed and entire site available – July 2012 • No impact to work north or RR on 1st Ave – Jan 2011 to Nov 2011 • Some work can be completed on WOSCA – 110' width available starting – Nov 2011 • Increased cost of Bored Tunnel – Production slowed due to working inside shafts • Excavation of Tunnel and U-tube operations are concurrent • WOSCA Detour work is concurrent with the south portal excavation operations • Excavation activities along 1st Ave use 1st Ave for hauling

Page 1 – Baseline Alternative shown for comparison with other alternatives – Not being considered further
Page 2 – Alternative 2, 3A, and 6 are being presented for Sr. Management Decision making
Page 3 – Alternatives eliminated and not being considered further are highlighted in yellow

Alaskan Way Viaduct Replacement S – Holgate St to S. King St.- **H2K and Bored Tunnel Interface Workshop**

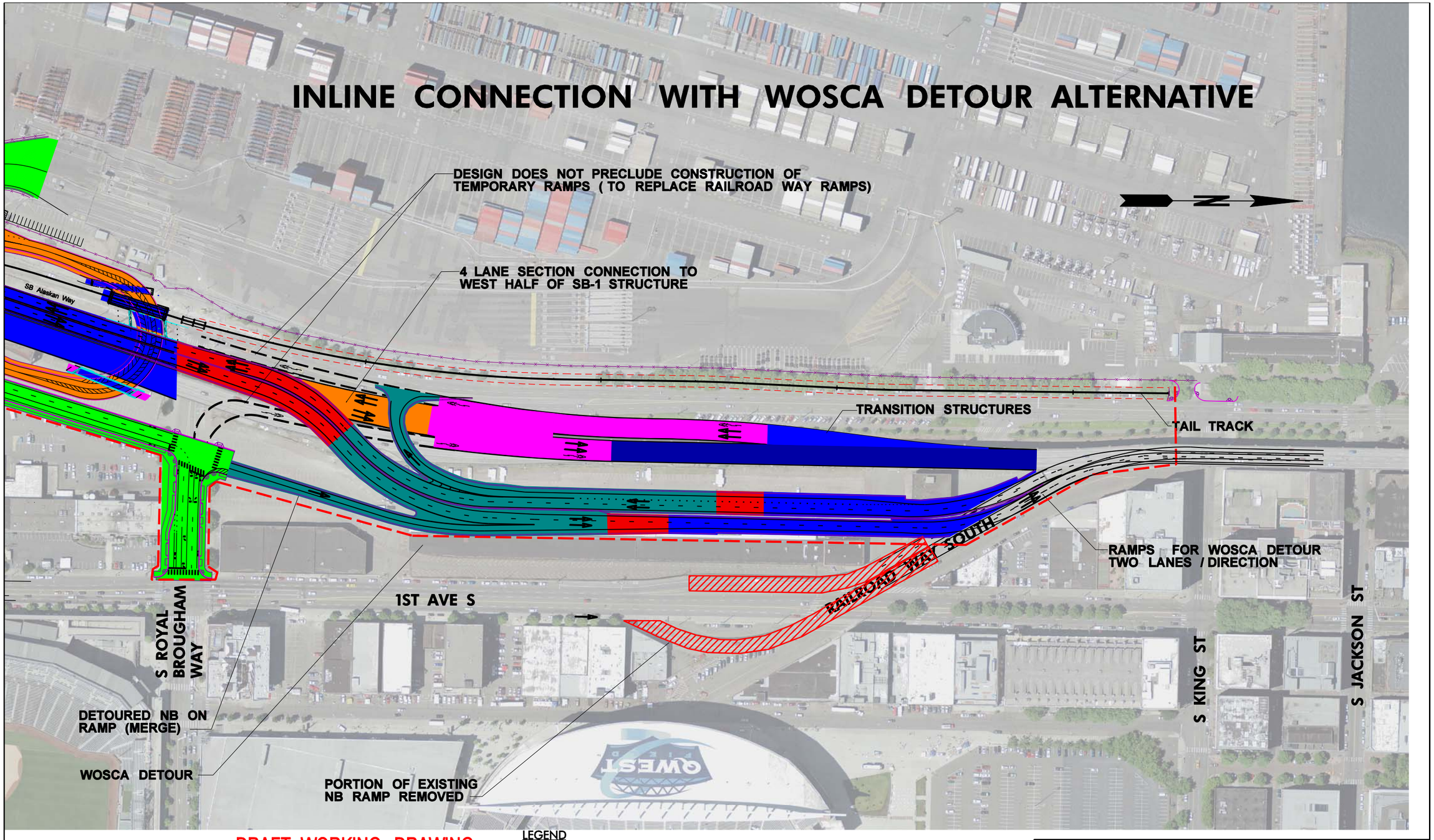
Alternative	Description	Traffic Operations	Cost	H2K Pros & Cons	Bored Tunnel Considerations
Alternative 2 Inline Connection	Design Speed: • 50mph – Super, SSD, Deviated to 40 MPH Channelization: • 2 x 3 lane stacked transition structures • Temporary NB on and SB off constructed by Tunnel Contractor prior to removing RR Ramps	SR99 mainline • Closed – 6 Months (Feb-Aug 2011 1st Ave S • Expected level of service - LOS E or F Alaskan Way South • Detoured to 1st Ave S. via the RR Way S (Feb 2010–Feb 2011) • 2 Way Connection between Atlantic St and King St (Feb-Aug 2011) • SB movement provided after Transition Structures completed (Oct 2011)	30% CEVP estimate - $35M • 60,000SF of structure ($34M) • Additional MOT Costs ($1M) for 1st Ave improvements	**Pros**: • Existing Viaduct structural integrity maintained • Potential re-use of existing Viaduct foundations for the NB transition structure • BT Construction Schedule maintained • WOSCA Staging area utilized efficiently **Cons:** • H2K EA re-eval required for SR 99 closure • 1st Ave traffic and businesses impacted for 6 months	**Considerations:** • Railroad Ramps removed – Oct 2011 • Entire WOSCA site available – Jan 2011 • No WOSCA Detour • Costs are lowered compared to other alternatives • Major Excavation activities along 1st Ave uses WOSCA • Excavation of Tunnel and U-tube operations are concurrent • Excavation activities along 1st Ave use 1st Ave for hauling
Alternative 3A 25 MPH - Side Connection	Design Speed: • 25mph – Super, SSD, Deviated Channelization: • 2 lanes on SB and 3 lanes on NB structure connecting with existing SR 99 just south of RR Way ramps • Temporary NB on and SB off constructed by Tunnel Contractor prior to removing RR Ramps	SR99 mainline • Open at all time 1st Ave S • Not impacted Alaskan Way South • Detoured to 1st Ave S. via the RR Way S (Feb 2010–Jan 2012) • 1 lane SB can be provided after Transition Structures completed (Oct 2011)	Order of Magnitude Estimate - $35M • 40,000SF of structure ($27M) Additional SR 99 retrofitting costs ($9M)	**Pros:** • SR 99 traffic maintained at all times • H2K EA re-evaluation not required **Cons:** • Existing Viaduct needs shoring and retrofitting over 4 frames, skewed tie-in, monitoring for settlement of fills. • Lower design speed (25MPH) for 4+ years • Vertical Clearance 14' – 5"	**Considerations:** • Railroad Ramps removed – Oct 2011 • Entire WOSCA site available – Jan 2011 • No WOSCA detour • Costs are lowered compared to other alternatives • Major Excavation activities along 1st Ave uses WOSCA • Excavation of Tunnel and U-tube operations are concurrent • Excavation activities along 1st Ave use 1st Ave for hauling
Alternative 6 WOSCA Detour optimized – No Transition Structures	WOSCA detour alignment shifted west to maximize WOSCA staging area for Bored Tunnel Contractor. <u>Transition Structures</u> • Not built <u>WOSCA Detour</u> Design Speed: • 25mph Channelization: • 2 x 2 lanes with temporary NB on and SB off ramps	SR99 mainline: • Weekend and nightly closures for Viaduct demolition 1st Ave: • Not impacted Alaskan Way S • 2 Way connection between S King St and Atlantic St	Order of magnitude - $25M – $30M • Two construction stages for WOSCA detour	**Pros:** • No Transition structures – Cost Savings • SR 99 traffic maintained majority of the time • H2K EA re-evaluation not required **Cons:** • Lower design speed (25MPH) for 4+ years • Short duration SR 99 Closures • Multiple stages of WOSCA detour construction • Constrained construction of NB WOSCA alignment final location	**Considerations:** • Railroad Ramps removed – Nov 2011 • 75% WOSCA site available – March 2012

Page 1 – Baseline Alternative shown for comparison with other alternatives – Not being considered further
Page 2 – Alternative 2, 3A, and 6 are being presented for Sr. Management Decision making
Page 3 – Alternatives eliminated and not being considered further are highlighted in yellow

Alternative	Description	Traffic Operations	Cost	H2K Pros & Cons	Bored Tunnel Considerations
Alternative 3 Side Connection (Alternate 3A is an improvement – Alternative not being considered further2/20/09)	Design Speed: • 50mph – Super, SSD, Deviated to 40 MPH Channelization: • 2 x 2 lane NB and SB structures connecting with existing SR 99; NB between S. King St and S. Jackson St.; SB just south of RR Way ramps • Temporary NB on and SB off constructed by Tunnel Contractor prior to removing RR Ramps	SR99 mainline • SB SR 99 Closed - 5 months (Aug 2011-Jan 2012) • NB SR 99 on existing Viaduct at all times 1st Ave S • LOS on SB 1st Ave S. degraded Alaskan Way South • Detoured to 1st Ave S. via the RR Way S (Feb 2010–Feb 2011) • 2 Way connection between Atlantic St and King St (Feb-Oct 2011) • SB movement provided after Transition Structures completed (Oct 2012)	Order of Magnitude Estimate - $50M • 80,000SF of structure ($41M) • Additional SR 99 retrofitting costs plus MOT costs for 1st Ave detour ($9M)	Pros: • None Cons: • Existing Viaduct needs shoring and retrofitting over 6 frames, skewed tie-in • H2K EA re-evaluation required for SR 99 closure • SB 1st Ave. traffic and businesses impacted for 5 months	**Considerations:** • RR Ramps removed January 2012 • Entire WOSCA Site available – Jan 2011 • All of WOCA available starting August 2011 • Other pros same as Inline Connection above • 5 month wait for South Portal construction completion • Excavation activities along 1st Ave use 1st Ave for hauling
Alternative 4 Inline Connection with Modified WOSCA Detour (Alternative not being considered further 2/17/09)	Transition Structures • Design Speed and Channelization same as Alternative 2 WOSCA Detour Design Speed • 25mph Channelization: • 2 x 2 lanes with temporary NB on and SB off ramps	SR99 mainline: • Weekend and nightly closure for Viaduct Demolition • Closed – 1 Month (May 2012) for tie-in to Transition Structures 1st Ave S • Maintain 1 Lane 2 Way between RR Ave and Royal Brougham Way • Alaskan Way South similar to Alternative 2	Order of Magnitude Estimate - $45M • Added cost of modified WOSCA Detour ($10M)	Same as inline connection except noted below Pros: • EA re-evaluation not required Cons: • 1st Ave traffic and businesses impacted for 1 month • 11 month wait for TBM Machine setup	**Considerations:** • RR Ramps removed July 2012 • WOSCA Site available July 2012 • Access to WOSCA restricted at either ends by Detour and RR Ramps until July 2012
Alternative 5 Side Connection with Modified WOSCA Detour (Alternative not being considered further 2/17/09)	Transition Structures • Design Speed and Channelization same as Alternative 3 WOSCA Detour Design Speed: • 25mph Channelization: • 2 x 2 lanes with temporary NB on and SB off ramps	SR99 mainline: • Weekend and nightly closure for Viaduct Demolition • Closed – 1 Month (Feb 2012) for tie-in to Transition Structures 1st Ave S • Maintain 1 Lane 2 Way between RR Way Ave and Royal Brougham Way • Alaskan Way South similar to Alternative 3	Order of Magnitude Estimate - $60M • Added cost of modified WOSCA Detour ($10M)	Same as side connection except as noted below Pros: • H2K EA re-eval not required Cons: • 1st Ave traffic and businesses impacted for 1 month • BT construction within WOSCA constrained for a 7 months	**Considerations:** • RR Ramps removed May 2012 • WOSCA Site available May 2012 • Access to WOSCA restricted at either ends by Detour and RR Ramps until May 2012

Page 1 – Baseline Alternative shown for comparison with other alternatives – Not being considered further
Page 2 – Alternative 2, 3A, and 6 are being presented for Sr. Management Decision making
Page 3 – Alternatives eliminated and not being considered further are highlighted in yellow

INLINE CONNECTION WITH WOSCA DETOUR ALTERNATIVE



DRAFT WORKING DRAWING
FOR DISCUSSION
PURPOSES ONLY

LEGEND

- = RETAINED CUT
- = SURFACE IMPROVEMENTS
- = RETAINED FILL
- = AERIAL
- = SR99 DETOUR AT GRADE
- = SR99 DETOUR ON FILL
- = STAGING & CONSTRUCTION FOOTPRINT LIMITS

ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM

S HOLGATE ST TO S KING ST VIADUCT REPLACEMENT PROJECT

FEBRUARY 2009

FIG

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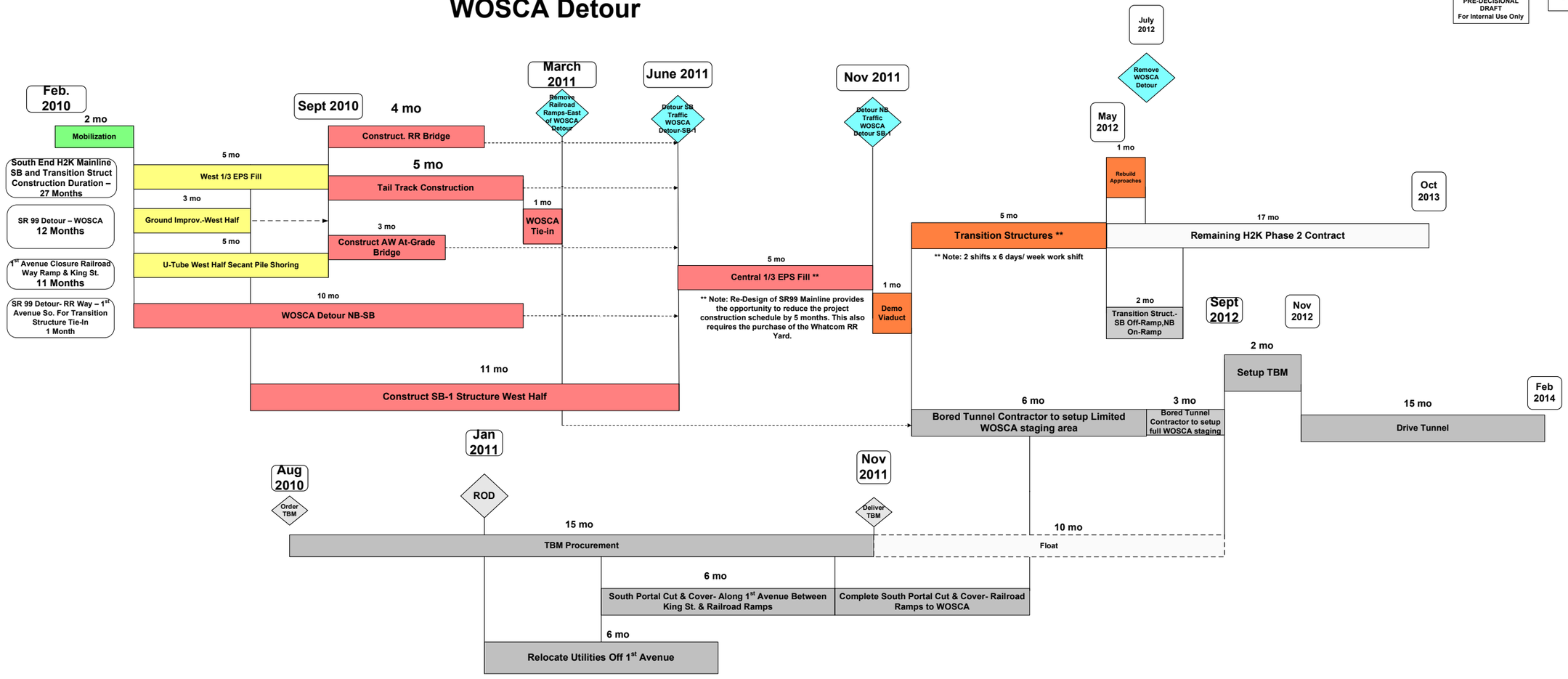
InLine Connection with 60% WOSCA Detour

ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM

February 11, 2009

Durations Assume NO RISK

PRE-DECISIONAL DRAFT For Internal Use Only



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INLINE CONNECTION ALTERNATIVE

DESIGN DOES NOT PRECLUDE CONSTRUCTION OF TEMPORARY RAMPS (TO REPLACE RAILROAD WAY RAMPS)

SB Alaskan Way

TAIL TRACK

RAILROAD WAY SOUTH

1ST AVE S

S ROYAL BROUGHAM WAY

S KING ST

S JACKSON ST

LEGEND

- = RETAINED CUT
- = SURFACE IMPROVEMENTS
- = RETAINED FILL
- = AERIAL
- = STAGING & CONSTRUCTION FOOTPRINT LIMITS

DRAFT WORKING DRAWING
FOR DISCUSSION
PURPOSES ONLY

ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM

S HOLGATE ST TO S KING ST VIADUCT REPLACEMENT PROJECT

FEBRUARY 2009

FIG

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In-Line Connection

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ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM

February 11, 2009

Feb. 2010

2 mo

Mobilization

South End H2K Mainline SB and Transition Ramps Construction Duration – 18 Months

SR 99 Detour – RR Way – 1st Avenue South for South End H2K Transition Ramp Construction
6 Months

1st Avenue Closure Railroad Way Ramp & King St.
11 Months

5 mo

West 1/3 EPS Fill

3 mo

Ground Improv.-West Half

5 mo

U-Tube West Half Secant Pile Shoring

Sept 2010

4 mo

Construct. RR Bridge

3 mo

Construct. AW At-Grade Bridge

5 mo

Tail Track Construction

Feb 2011

5 mo

Transition Structures

Detour SR 99 via 1st Avenue So.

1 mo

Demo Viaduct

5 mo

Central 1/3 EPS Fill

11 mo

Construct SB-1 Structure West Half

Aug 2011

Oct 2011

Remove RR Ramps

17 mo

Remaining H2K Phase 2 Contract

Jan 2013

Nov 2011

2 mo

Setup TBM

2 mo

2 month waiting period till portal construction complete

5 mo

Complete South Portal Cut & Cover

March 2012

June 2013

15 mo

Drive Tunnel

Jan 2011

9 mo

Bored Tunnel Contractor to setup WOSCA staging area

2 mo

Transition Struct.- SB Off-Ramp,NB On-Ramp

Aug 2010

Order TBM

ROD

15 mo

TBM Procurement

Deliver TBM

6 mo

South Portal Cut & Cover- Along 1st Avenue Between King St. & Railroad Ramps

3 mo

Relocate Utilities Off 1st Avenue

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SIDE CONNECTION ALTERNATIVE

DESIGN DOES NOT PRECLUDE CONSTRUCTION OF TEMPORARY RAMPS (TO REPLACE RAILROAD WAY RAMPS)

SB STRUCTURE OVER NB ROADWAY

TAIL TRACK

3 FRAMES

3 FRAMES

SB Alaskan Way

1ST AVE S

RAILROAD WAY SOUTH

S ROYAL BROUGHAM WAY

S KING ST

S JACKSON ST

LEGEND

- = RETAINED CUT
- = SURFACE IMPROVEMENTS
- = RETAINED FILL
- = AERIAL
- = STRUCTURAL SHORING /RETROFIT
- = STRUCTURAL SHORING /RETROFIT + REMOVAL OF UPPER DECK
- = STAGING & CONSTRUCTION FOOTPRINT LIMIT

DRAFT WORKING DRAWING
FOR DISCUSSION
PURPOSES ONLY

ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM

S HOLGATE ST TO S KING ST VIADUCT REPLACEMENT PROJECT

FEBRUARY 2009

FIG

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PRE-DECISIONAL DRAFT
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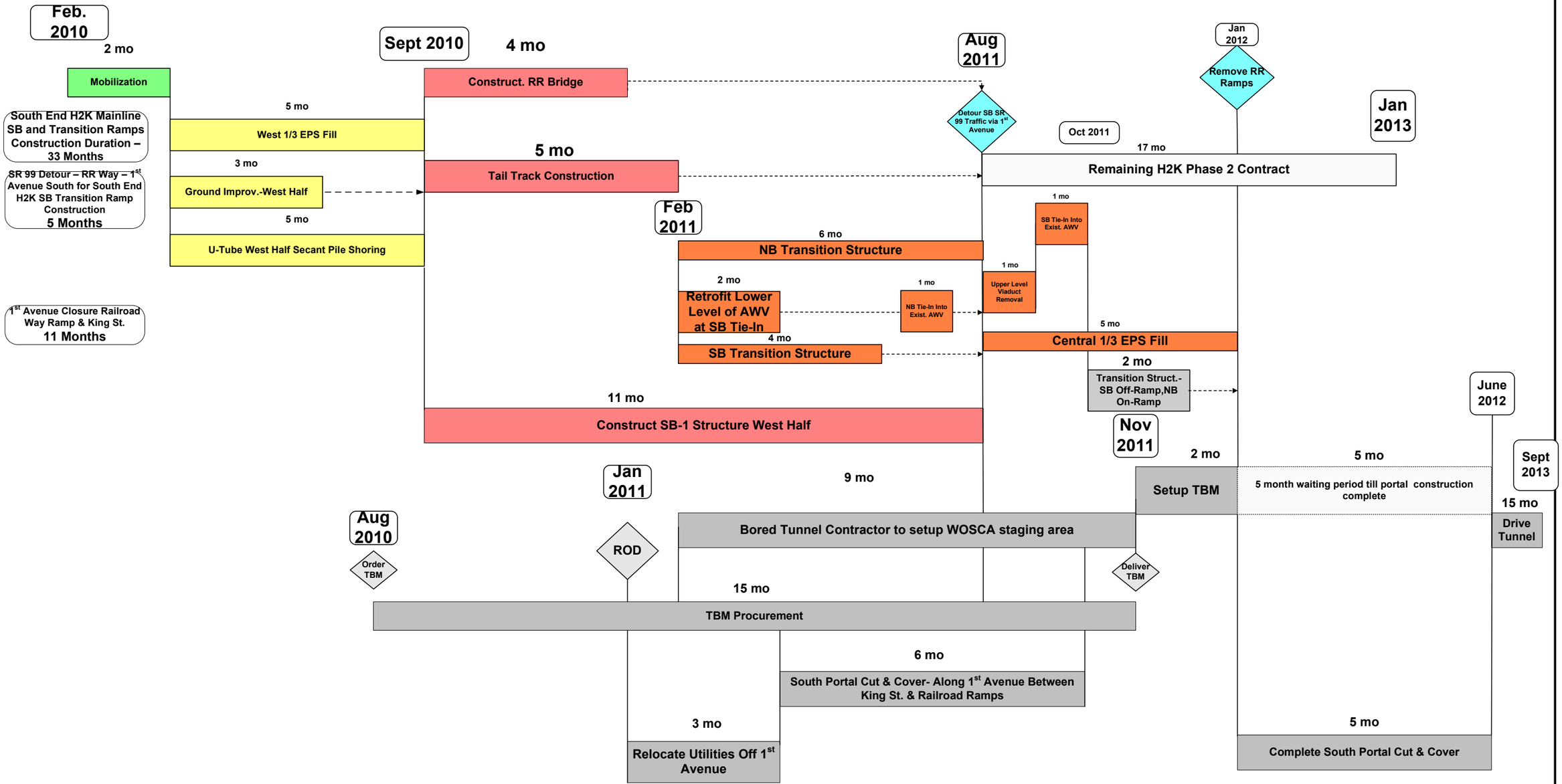
Durations Assume NO RISK

ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM

February 11, 2009

Side Connection Alternative



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SIDE CONNECTION ALTERNATIVE

N

DESIGN DOES NOT PRECLUDE CONSTRUCTION OF TEMPORARY RAMPS (TO REPLACE RAILROAD WAY RAMPS)

2 LANES THROUGH BENTS 123 & 124 (25 MPH)

TAIL TRACK

SB Alaskan Way

S ROYAL BROUGHAM WAY

1ST AVE S

RAILROAD WAY SOUTH

S KING ST

S JACKSON ST

LEGEND

- = RETAINED CUT
- = SURFACE IMPROVEMENTS
- = RETAINED FILL
- = AERIAL /BRIDGE
- = BRIDGE OR FILL (Further Study Needed)
- = STRUCTURAL SHORING /RETROFIT
- = STAGING & CONSTRUCTION FOOTPRINT LIMITS

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FOR DISCUSSION
PURPOSES ONLY

ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM

S HOLGATE ST TO S KING ST VIADUCT REPLACEMENT PROJECT

FEBRUARY 2009

FIG

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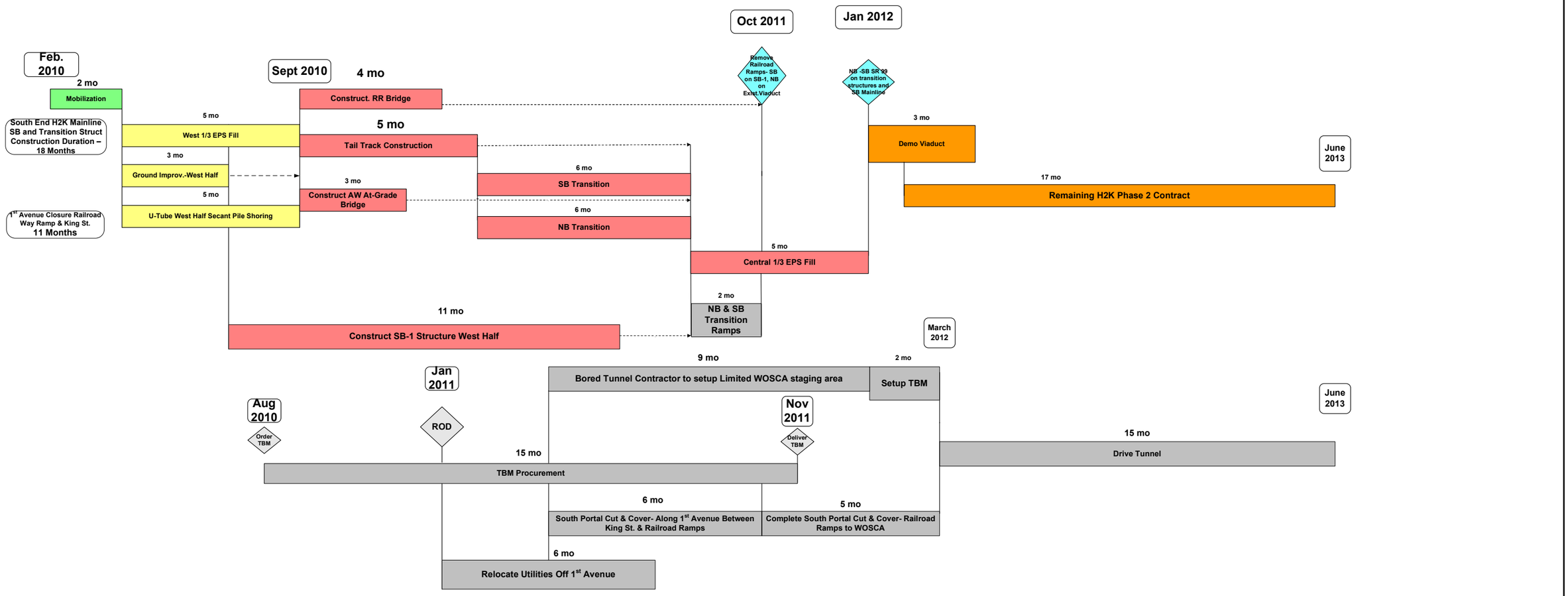
25 MPH Side Connection – Option 3A

ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM

Durations Assume NO RISK

PRE-DECISIONAL DRAFT For Internal Use Only

February 19, 2009



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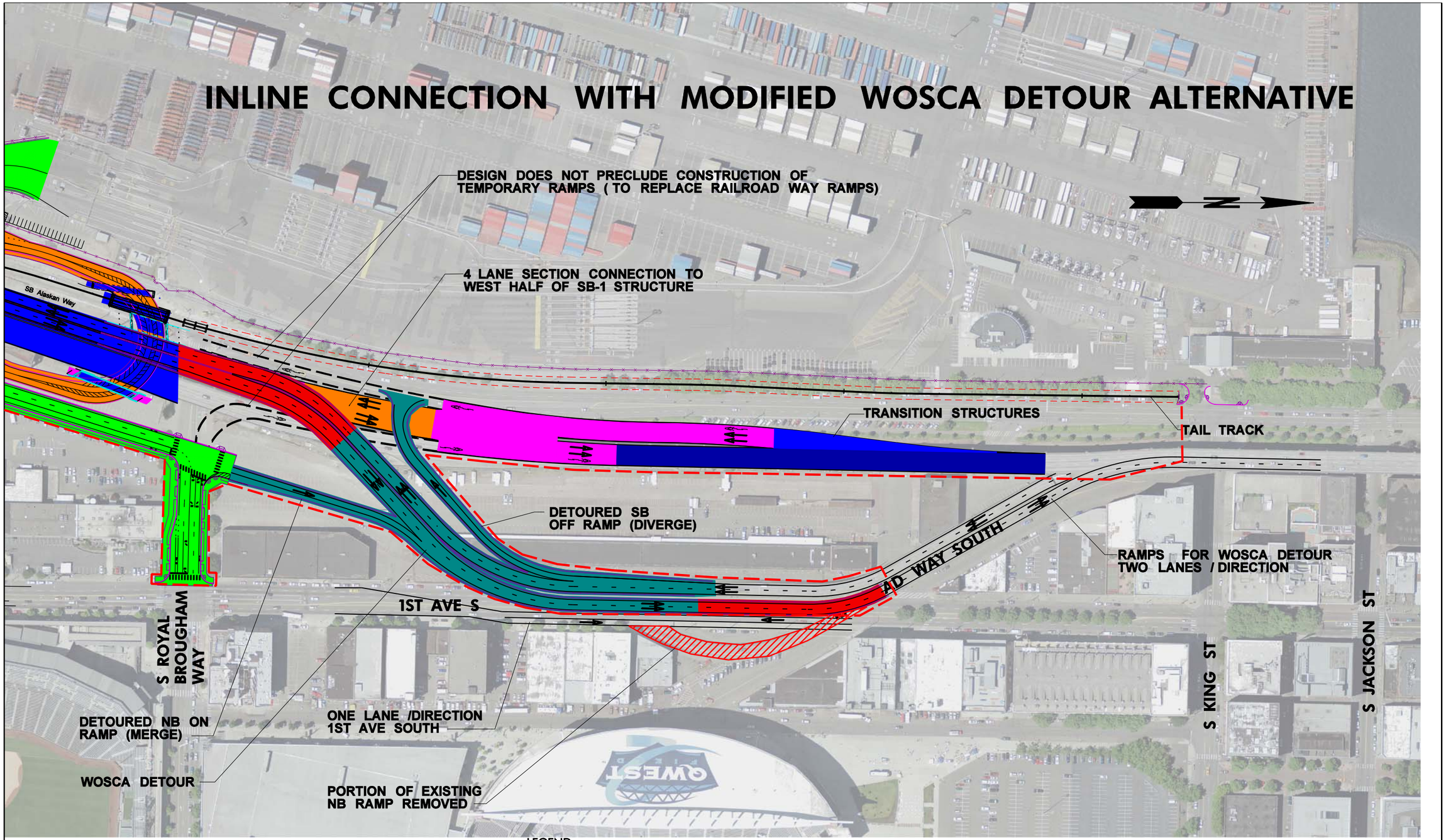
INLINE CONNECTION WITH MODIFIED WOSCA DETOUR ALTERNATIVE



DRAFT WORKING DRAWING

FOR DISCUSSION

PURPOSES ONLY

LEGEND

- = RETAINED CUT
- = SURFACE IMPROVEMENTS
- = RETAINED FILL
- = AERIAL
- = SR99 DETOUR AT GRADE
- = SR99 DETOUR ON FILL
- = STAGING & CONSTRUCTION FOOTPRINT LIMITS

ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM

S HOLGATE ST TO S KING ST VIADUCT REPLACEMENT PROJECT

FEBRUARY 2009

FIG

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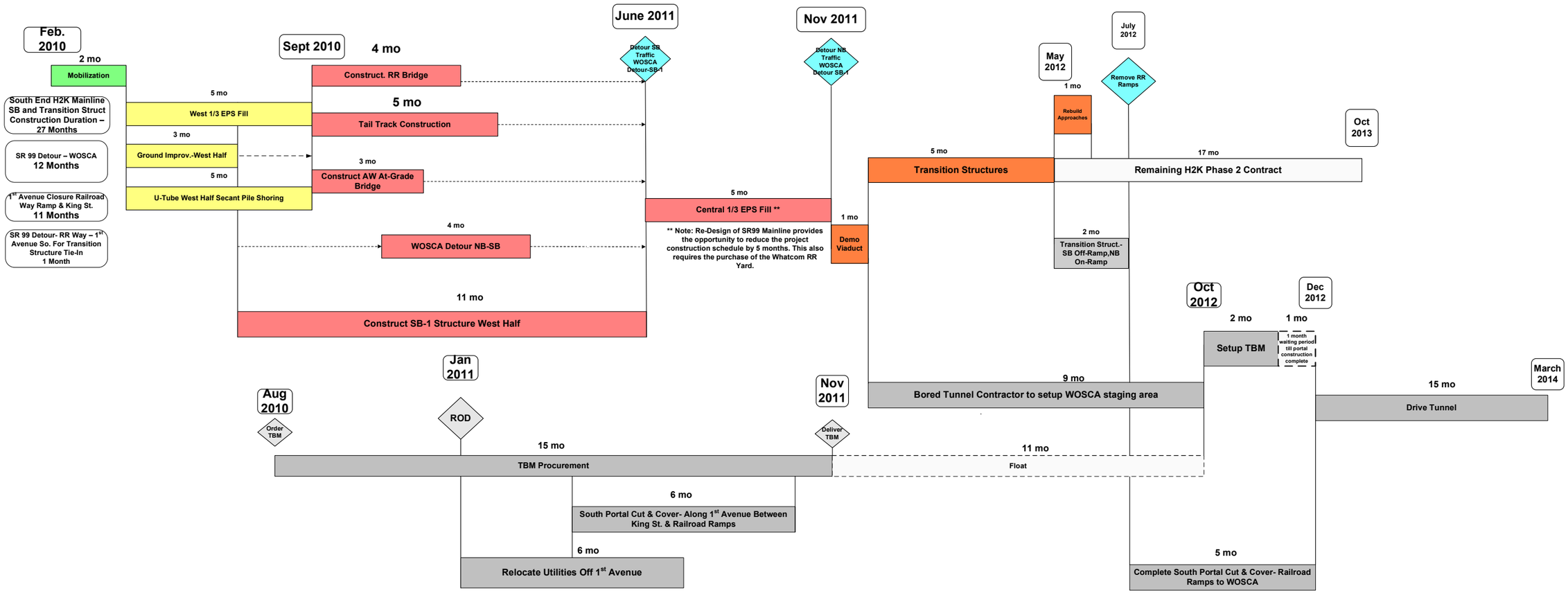
InLine Connection with Modified WOSCA Detour

Durations Assume NO RISK

PRE-DECISIONAL DRAFT For Internal Use Only

ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM

February 11, 2009



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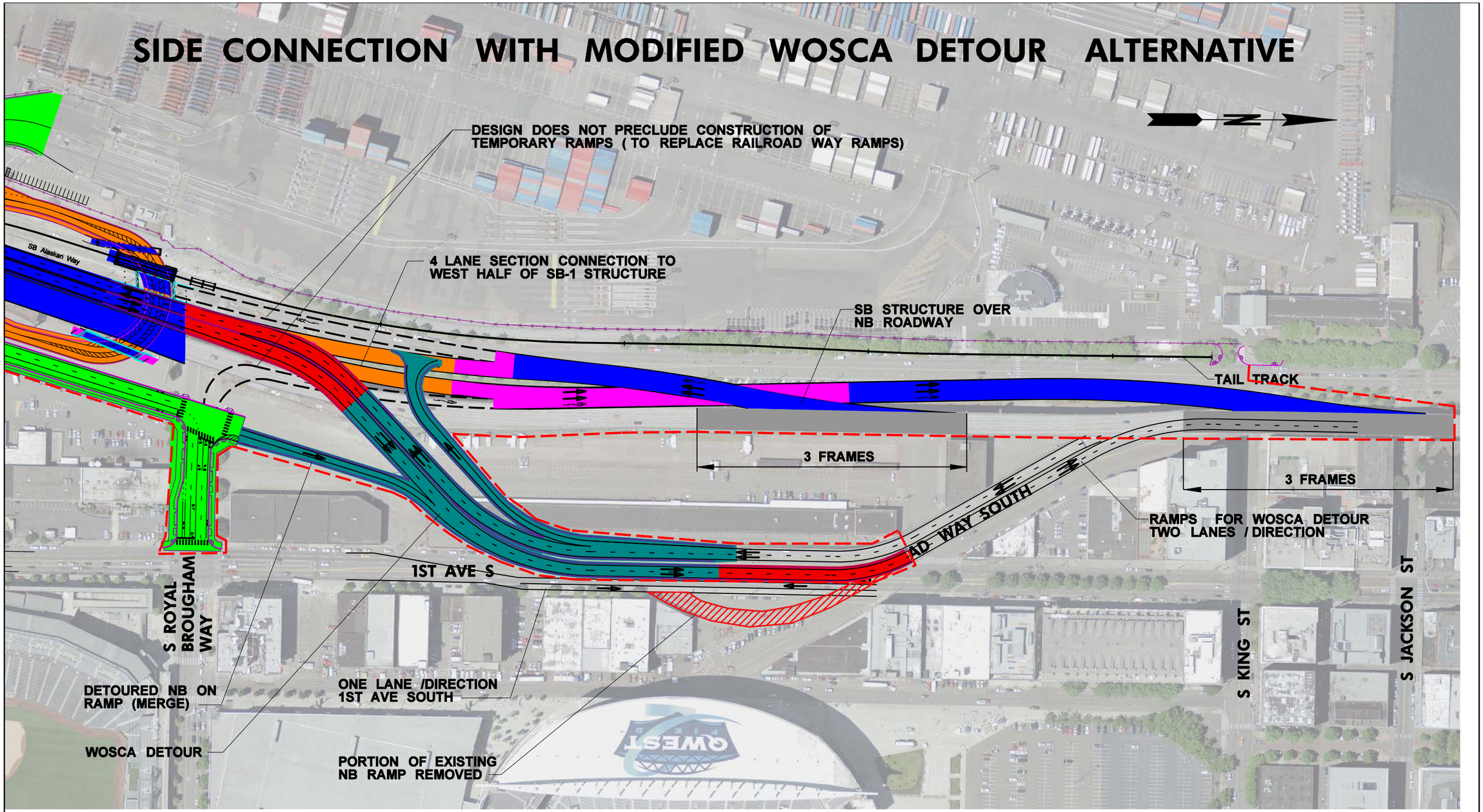
SIDE CONNECTION WITH MODIFIED WOSCA DETOUR ALTERNATIVE



DRAFT WORKING DRAWING
FOR DISCUSSION
PURPOSES ONLY

LEGEND

- = RETAINED CUT
- = SURFACE IMPROVEMENTS
- = RETAINED FILL
- = STRUCTURAL SHORING /RETROFIT
- = AERIAL
- = SR99 DETOUR AT GRADE
- = SR99 DETOUR ON FILL
- = STAGING & CONSTRUCTION FOOTPRINT LIMITS

ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM

S HOLGATE ST TO S KING ST VIADUCT REPLACEMENT PROJECT

FEBRUARY 2009

FIG

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ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM

PRE-DECISIONAL DRAFT
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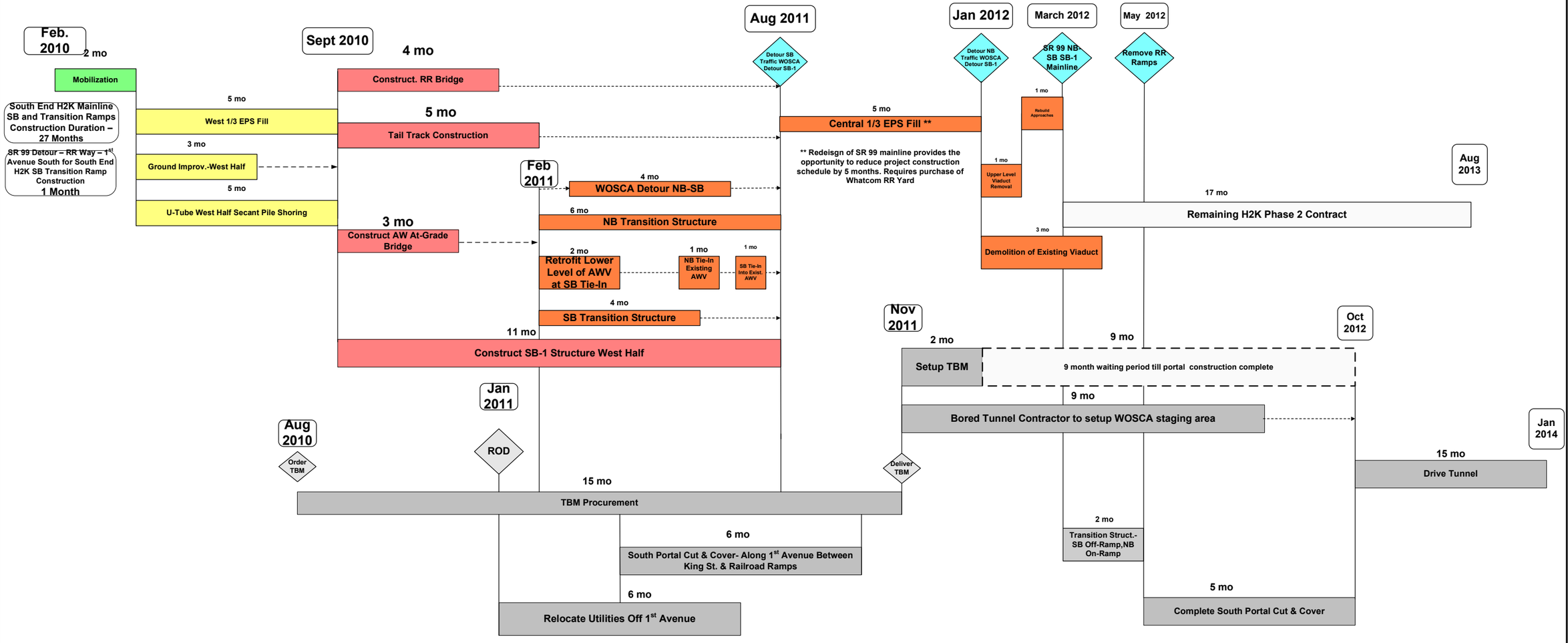
Durations Assume NO RISK

February 11, 2009

Side Connection with Modified WOSCA Detour



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OPTION 6 – REALIGNED WOSCA DETOUR

(25 MPH DESIGN)

N

SB Alaskan Way

TAIL TRACK

RETAINED CUT / MAINLINE

RETAINED CUT / SB-OFF

RETAINED CUT / NB-ON

CUT AND COVER / MAINLINE

CUT AND COVER / SB-OFF

CUT AND COVER / NB-ON

SECANT PILE WALL

SECANT PILE WALL

RAILROAD WAY SOUTH

1ST AVE S

S ROYAL BROUGHAM WAY

S KING ST

S JACKSON ST

LEGEND

- = RETAINED CUT
- = SURFACE IMPROVEMENTS
- = RETAINED FILL
- = AERIAL /BRIDGE STRUCTURE
- = REALIGNED BRIDGE STRUCTURE
- = STRUCTURAL SHORING /RETROFIT
- = STAGING & CONSTRUCTION FOOTPRINT LIMITS
- = DEMOLTION OF TEMPORARY WOSCA DETOUR
- = REMOVAL OF RR WAY RAMPS

DRAFT WORKING DRAWING
FOR DISCUSSION
PURPOSES ONLY

ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM

S HOLGATE ST TO S KING ST VIADUCT REPLACEMENT PROJECT

FEBRUARY 2009

FIG

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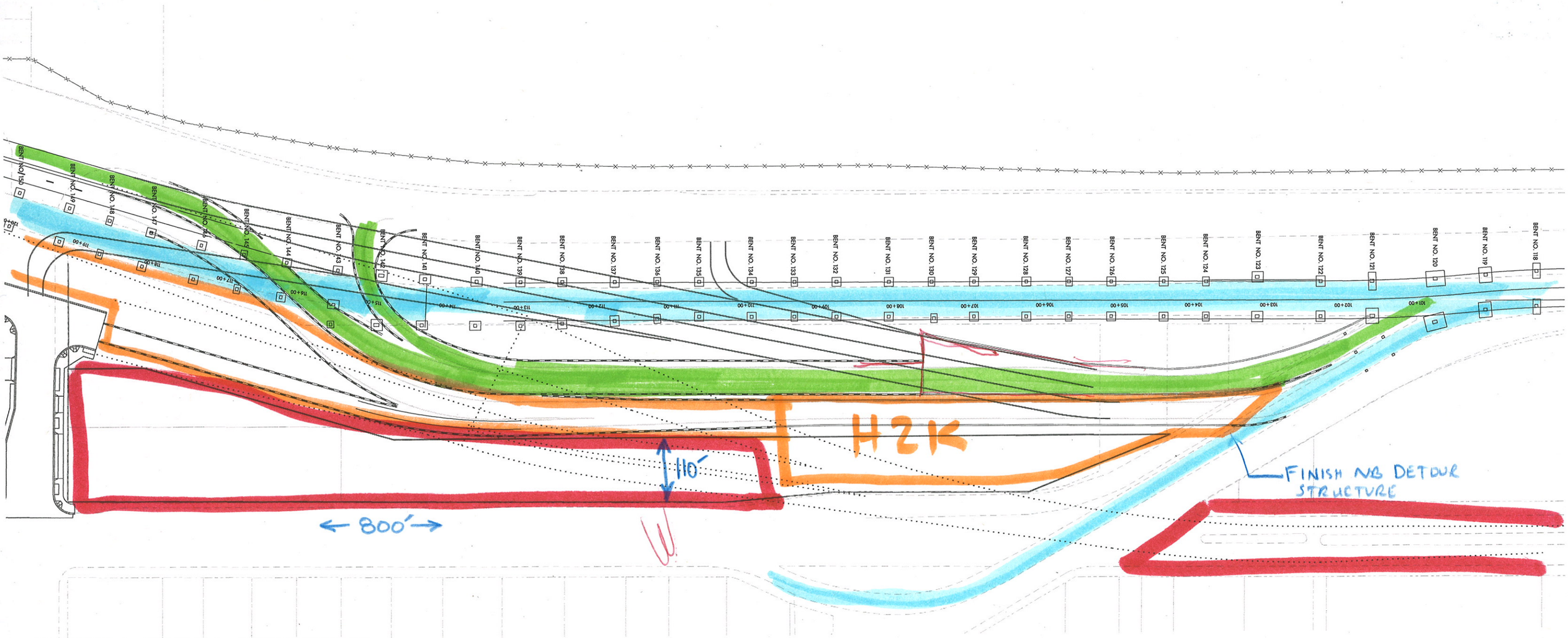
OPTION 6A

STAGE 2

JUNE 2011 TO NOV 2011

← COMPLETE S. APPROACH FOR SB ROADWAY



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OPTION 6A
STAGE 3
NOV 2011 TO JAN 2012

WKND DEMO & FINISH NB

DEMO VIADUCT & REALIGN SB DETOUR

H2K

110'

1200'

RAMPS REMOVED
BY TUNNEL CONTRACT
NOV 2011

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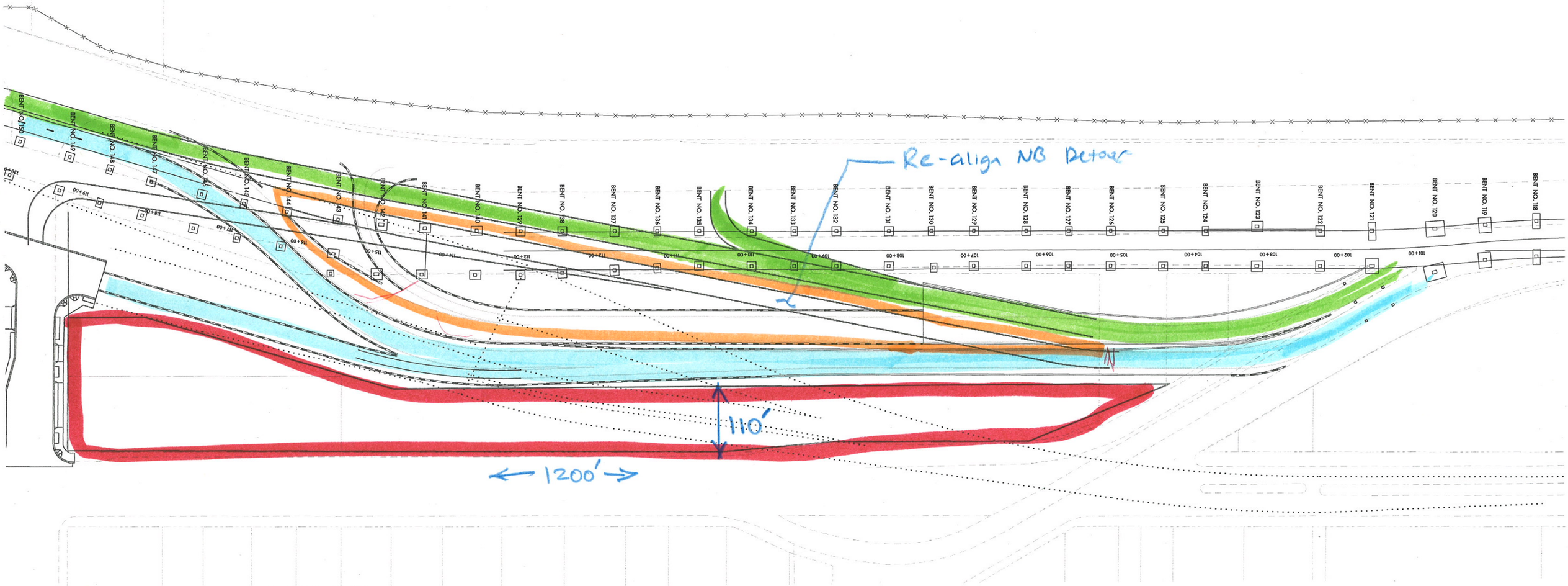
OPTION 6A
STAGE 4

JAN 2012 TO MARCH 2012



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OPTION 6A

STAGE 5

~~APRIL~~ 2012 →
MARCH

STRUCTURE NEEDS REMOVED TO BUILD NB WOSCA.

1.25 Ac WOSCA UNUSABLE BY BT CONTRACTOR.

WOSCA + UPARK + TRAGER ≈ 5 AC

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WOSCA Transition – Option 6A

ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM

Durations Assume NO RISK

PRE-DECISIONAL DRAFT For Internal Use Only

February 19, 2009

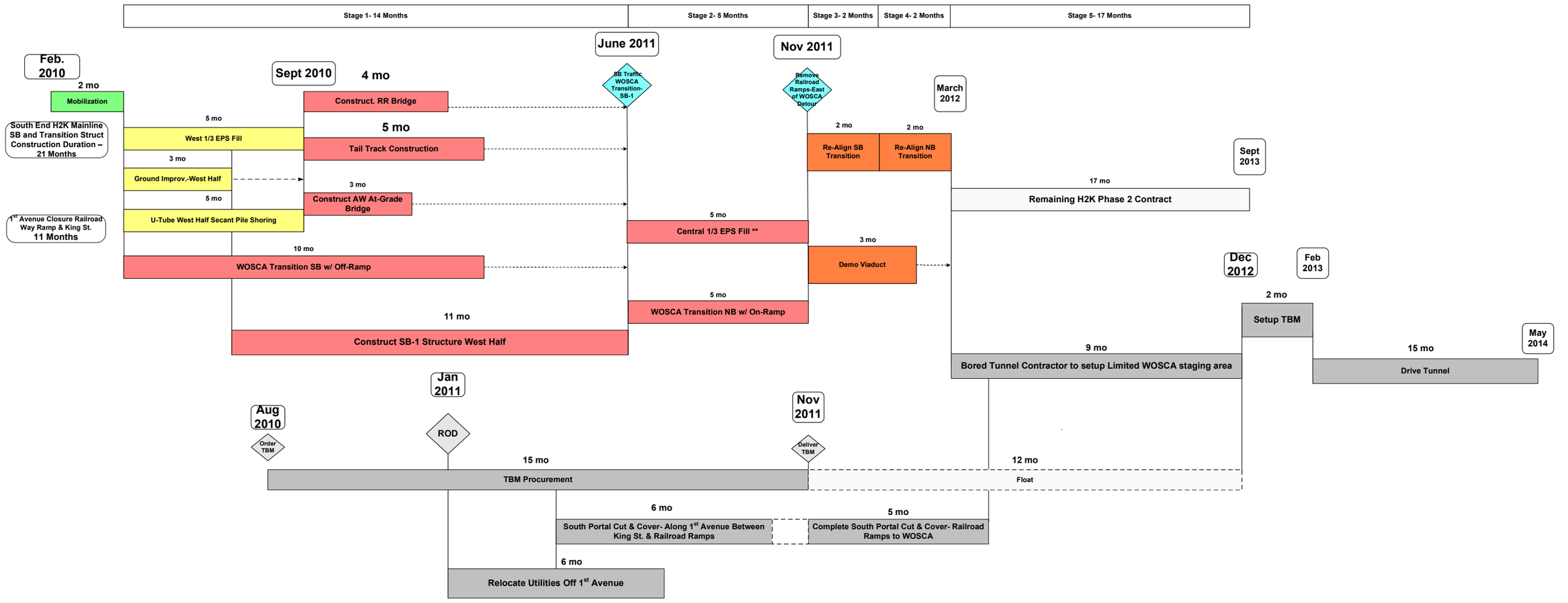

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EXHIBIT S

Seattle Pedestrian Advisory Board Meeting Minutes
WEDNESDAY, 11 March 2009
6PM-8PM, Seattle City Hall Boards and Commissions Room L280

1. Call to order and introductions (6:03pm)

SPAB members in attendance: Tom Williams (Chair), Mark Bandy, (Vice Chair), Celeste Gilman, Kristen Lohse, Jon Morgan, Paul Niebanck, Ben Smith, Leanne Do (Get Engaged), Lindsay Pesheck (SBAB liaison to SPAB), Vanessa L (new member), Christina B (new member), Seth Schromen-Wawrin (new member)

Absent: Howard Wu (Secretary), T Frick McNamara

SDOT staff liaison: Brian Dougherty

Presenter: John White (WSDOT), Steve Pearce (SDOT)

Public: Randy Earle, John Coney, Jacob, Eric Balliet, Emily Neff

Tom announced that Cheshiahud Loop Trail presenter, Gina Coffman (SDOT), was sick and cancelled her presentation.

There was no approval of the February 2009 meeting minutes

2. Public Comment (6:20pm)

John Coney: (former SPAB chair, member of various groups including Mercer Corridor Stakeholder Group and Uptown Alliance)

- Expressed support for the Mercer Corridor Project
  - Believes the project looks at a complete corridor in an effective way and is an important part of Seattle's urban center concept
  - Sees popular support for project despite criticisms from various sectors
  - New corridor accommodates projected population growth
- Thanked SPAB for support of the project, especially its pedestrian aspects

Jacob: (community member)

- Recognized that while there is much to think about at the moment, SPAB must remember pedestrians
- Sees many sidewalks that need to be repaired
- Wonders why we spend thousands on audible signals when we could be fixing sidewalks
- Would prefer tactile signage, like Braille, that clearly identifies location instead of audible signals

3. Viaduct Presentation (6:32pm)

John White (WSDOT) and Steve Pearce (SDOT) gave a presentation on the Alaskan Way Viaduct and Seawall Replacement Program

John:

- Suite of projects – selected by tri-agencies (City of Seattle, King County, Washington state), takes broader perspective, system-wide approach, with safety fundamental
  - Deep bore tunnel
    - Reconnects street grids at north (Mercer corridor) and south end (Spokane corridor)
  - Central waterfront seawall replacement
    - New central waterfront promenade
  - Transit enhancements
    - Tunnel will have no mid-town ramps; access only in north and south ends
    - One strategy for traffic management is filling in with Metro service enhancements at peak periods north, south and west of the tunnel
      - Aurora (north) and Fauntleroy (south) transit enhancements
      - **Vanessa**: What do enhancements mean?
      - **Steve**: Increased transit service
  - Street car
    - Replace central waterfront line with 1st Ave line – integrates whole street car network from Seattle Center to International District
- Tunnel specifics
  - Stacked with 2 lanes in each direction
  - 1 tunnel, saves money, pushes boundaries of technology
  - Rationale: minimize disruptions, keep economy in tact, traffic flow
  - 9,000 ft, < 2 miles long
  - Cut and cover portions at the ends
  - 60-200 ft deep, but majority 100 ft deep
- Timeline
  - Goal is late 2015 – aggressive schedule
  - **Steve:** Have to build tunnel first, then divert traffic, then remove viaduct, then start boulevard, so boulevard last
- Capacity
  - Current viaduct funnels, with 110,000 vehicles at south end ramps, but only 65,000 by Battery St. tunnel
  - Replacement program will have more consistent throughput than today, ability to carry more volume
  - Some trips quicker, some longer, some same, really depends where you come from

Steve:

- Pedestrian Aspects
  - Improved pedestrian environment on waterfront

EXHIBIT S

    - Removes noise, shadowing, view blockage of viaduct
    - New promenade will be front porch of the city, reconnects downtown with Elliot Bay
    - New space is 80 ft wide
    - 4-lane surface street, similar to 1st Avenue
    - Pedestrian access: goal is strong east/west connections, signalized intersections at every intersection
- Environmental Benefits
    - Storm water management improvements – brought up to code
    - New bike, pedestrian and transit connections
    - Seattle's challenging street grid funneled traffic through downtown- now putting underground
    - Surface transit option would have had some erosion to downtown quality of life
    - King County rapid ride investments
        - Challenges in Olympia to getting support for motor vehicle excise tax
        - Need long term funding source
        - **John:** with decreasing tax revenue, Metro needs other funding options; no miracle solutions but working hard
- Street Improvements
    - Spokane St
        - Improving connections to Port of Seattle, West Seattle
        - Currently narrow, substandard facility
    - Mercer Corridor
        - Still working on conceptual ideas; lots of complex objectives in getting onto and off of tunnel
        - Freeway-like facility (tunnel) transitioning into arterial facility (Mercer) in a way that respects the urban landscape
        - Roy will play a major access role to tunnel, so no pedestrian facilities
        - But Mercer will have pedestrian and bike facilities; signalized intersections; bulb-outs
    - Surface street expands to 6 lanes south of Colman dock, but less pedestrian demand there because of Port terminal
- Fiscal Responsibility
    - Total cost $4.24 billion
    - **John:** $400 million gap; continued analysis of tolling to cover the gap
        - Electronic, variable rate tolling
        - Fluctuates throughout day with demand
    - Chart showed breakdown of fiscal responsibility between city, state, county and port authority
    -

The viaduct presenters provided an opportunity for board members to ask questions about the project.

Randy: Holgate to King viaduct replacement?
John: Replace with 3 lanes side by side; still a structure to get over railroad; Royal Brougham to King will be reconfigured with bore tunnel, very complicated to match up, will be detours for some time but trying to minimize, lots of pressure in stadium district

Randy: Impact of deep boring?
John: Boring machine under 1st Avenue will cause vibrations, noise; will need public outreach program to prepare people

Mark: How much current waterfront planning stays the same?
Steve: Similar plans, 2 lanes each way with median turn lane; open space on west side for promenade, parallel parking on both sides so loss of total parking but not a high priority

Mark: Street car allocation?
Steve: No space gained since street car would have been in the middle of the lanes

Mark: What about east edge?
Steve: Current east edge of waterfront rough, mostly backsides/loading docks; we'll see a complete redevelopment with retail, restaurants; new edge will have 20-25 ft sidewalk and 15 ft (railroad) easement owned by buildings; maybe leave the easement and let property owners decide what to do with it; possibly pavilions, sidewalk cafes, but no parking; could create more interesting edge that way; current plan only accounts for up to the easement

Mark: Bike lanes/multi-use trail?
Steve: South end has both but in central section still an outstanding issue; current plan has bike lanes but multi-modal trail undecided, possibly part of promenade

Jon: Projected lifespan of tunnel?
John: Tunnels have longest lifespan; current downtown tunnel is ~100 years old; today's technology far more evolved, safe; designed for 100 years but who knows, no precedent for current tunnel technology; very sturdy, deep underground in glacial soil, gradual moves with earthquakes; BART system up and running 24 hours after earthquake

Kristen: Venting structures?
John: Fans at north and south ends, tunnel operation center /maintenance access an evolving process with range of possibilities; south end possible to shelter in large industrial property; north end more challenging; designers will consider neighborhood context, noise aesthetics
Steve: Ways to integrate include ground-floor retail, public art
John: Ways to make it look nice; goal is to minimize noise

Celeste: Watching this process for year, left last meeting about collaboration feeling hopeful; feel like hard work paid off; fine solution; hope it works and will be legacy to future generations
John: Agreed, hoping legislature will memorialize the decision
Steve: More to come on the pedestrian aspects of the project; central waterfront discussion won't get going until end of this year

4. Chesiahud Loop Trail (7:40pm)

No presentation, but Brian handed out trail maps, along with new bicycling guide maps. Gina would like to come back to discuss infrastructure improvements for the Chesiahud Loop Trail.

5. Annual Retreat Planning (7:42pm)

Tom: Retreat is typically first Saturday in May; T. has offered to host it again but cannot do Saturday mornings; so options are Saturday afternoon or different day
Celeste: Master Plan update: draft out in early May; mid-June wrap-up for public involvement
Tom: Possible preview in late April
Celeste: In computer lab
Tom: If Saturday okay, then we'll do May 2nd or May 16th from 1-5pm at Mithun; final decision May 16th – retreat focus is Pedestrian Master Plan
Kristen: Volunteered to coordinate potluck

6. SDOT Update (7:47pm)

Brian: SDOT Organizational Changes

- Bottom line: no more bike or pedestrian group by end of April; now mixed with Neighborhood Street Fund, Arterial Operations and Neighborhood Traffic
    - Increases group collaboration
    - Eases bottleneck
    - Brian will still be SPAB liaison
    - All groups will play a role in Pedestrian Master Plan

Jon: How many employees are there in SDOT compared to other departments?
Brian: Not sure, will find out

Ben: What happens to Pedestrian and Bike folks?
Brian: About 10 will be spread out; means news influences to other departments

Mark: Managers for new groups?
Brian: Eric Widstrand (City Traffic Engineer) and Charlie Bookman (Director of Traffic Operations)

Celeste: Re-organization has potential to be a good thing; 'complete streeting' the organization

7. Upcoming Agenda Items (7:55pm)

- April meeting
  - Pedestrian Master Plan updates – Barbara Gray and Jennifer Wieland (SDOT)
  - SDOT Sidewalk closure expert
    - If not, Gina with Chesiahud Loop Trail presentation
- Upcoming items
  - Signals – been over a year since they've been to SPAB
    - **Celeste:** have them present signals part of PMP
    - **Brian:** hopeful that they regulate PMP signals but not necessarily delegated role
    - **Mark:** maybe wait to see PMP draft, then ask signals how they plan to implement relevant sections of PMP
    - **John:** police and signals? Seems like they don't communicate; could we bring them together?
    - **Vanessa:** could we have a panel?
  - **Brian:** Ballard Rapid Ride – project manager
    - At 60% design – infrastructure investments of interest to SPAB
    - **Mark:** could be timely April conversation

8. Adjourn Meeting (8:03pm)

TREND NOTICE
ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROGRAM

Washington State Department of Transportation

Trend Title: **Stage 2 Contract Alignment w/ Bored Tunnel Implementation Plan**	Date: 3/23/09
Trend Log Number/Rev. **Trend SS0019R2**	Segment Name: Holgate to King, Stage 2
Prepared By: Ali Amiri, PE Name / Date Preparer's Supervisor . Name / Date	Approval Level / Authority: ☐ Project Director / Deputy Project Director
Nature of Change: ☒ Scope	☒ Schedule ☒ Budget
Does Trend Impact Legislative Funding Allocation? ☐No ☐Yes	Does Trend Affect Biennium Aging? ☐No ☐Yes

Level of Approval Requested:

☐ *Full Approval*

☒ *Approval for Scope Only; Additional Study / Justification to follow*

Description of the Trend (Use Continuation Sheets as Needed):

This trend update seeks approval of an updated 3B alternative for the interim transition structure by adding an Alaskan Way North bound movement.

Justification for the Trend (Use Continuation Sheets as Needed):

Why are we requesting approval of this Trend, and what are the benefits?

On March 18, 2009, Trend SS0019R1 was presented to the Change Control Board. The trend's approval status is "Defer Approval Pending Receipt of Additional Information" of an Alaskan Way North bound movement. Alternative 3B (Attachment #1, page 5) was chosen over other proposed interim transition alternatives due to improvements in geometry over 3A and lesser schedule and surface street impacts related to the Alternative 4 families. However, there was the desire to see a North bound Alaskan Way movement accommodated.

If the Trend is approved, what are the drawbacks? Identify and discuss any negative impacts.
Alternatives:

Inclusion of a North bound Alaskan Way can not be continuously provided for during all stages of the project. During short windows, closures will likely be needed to facilitate construction of the transition structure and a closure would be needed during removal of the portion of the existing viaduct.

It is assumed that NB Alaskan will run under the existing viaduct until traffic is moved onto the interim transition structure and the portion of the existing viaduct can be removed.

Inclusion of the NB Alaskan way movement will further reduce space in the WOSCA property for the tunnel contractor.

TREND NOTICE
ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROGRAM

Washington State
Department of Transportation

Impacts of this Trend:

Schedule Impacts to QPR Milestones:

Milestone Description	Date Before Trend	Date After Trend	# Calendar Days Impact
Project Definition Complete	29-Jun-07	TBD	
Begin Preconstruction Engr.	23-Jul-07		
Environmental Doc. Compl.	25-Feb-09		
RW Certification	18-May-09		
Advertisement Date	14-Sep-09		
Operationally Complete	31-Dec-12		

Schedule Impacts to Other Milestones:

Milestone Description	Date Before Trend	Date After Trend	# Calendar Days Impact
Bid Opening	9-Sep-09	TBD	
Award	17-Sep-09		
Execution	26-Jan-10		
Construction Start	8-Feb-10		
Final Contract Completion	30-Sep-13		

Cost Impacts (x $1,000)

Project Phase	Baseline Target Estimate	Trend Estimate	Variance from Trend
PE	40,782	TBD	
RW	49,979		
CN	293,958		
Total	384,719		
Total Estimated Impact			

TREND NOTICE
ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROGRAM

Washington State Department of Transportation

Business Management/Project Controls Review:

Aging Summary Table (x $1,000)

Phase	Cost	07-09	09-11	11-13	13-15	15-17	Future	Total
Prelim Eng	Current Trended Budget	TBD						
	This Trend Estimate							
	Revised Budget							
Right of Way	Current Trended Budget							
	This Trend Estimate							
	Revised Budget							
Construction	Current Trended Budget							
	This Trend Estimate							
	Revised Budget							
Total	Current Trended Budget							
	This Trend Estimate							
	Revised Budget							

Mitigation(s) for the Trend:

List and Description of Attachments:

- Attachment #1: Alternative 3B Graphic
- Attachment #2: Major Considerations between Alternatives (3/25/09)

Acknowledgement Status (Name / Date):

☑ AWV&SRP Design Manager _____ / 3/25/09

☒ AWV&SRP Construction Manager _____ / 3-31-09

☒ AWV&SRP Environmental Manager _____ / 3-25-09

TREND NOTICE
ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROGRAM

Washington State Department of Transportation

Approval Status:

☐ *Fully Approved*

☐ *Elevate to UCO Regional Administrator/SDOT Director*

☒ *Approved for Scope Only; Additional Study / Justification Required (See "Instructions" Below)*

☐ *Defer Approval Pending Receipt of Additional Information (See "Instructions" Below)*

☐ *Rejected*

Instructions:

UPDATE COST EST. WITHIN 1 WEEK POST 90% SUBMITTAL

Approval Authority (Name / Date):

☒ Project Director / Deputy ~~Project Director~~ _____ / 3/25/09

☐ UCO Regional Administrator _____ / _____

Instructions:

Does Fully Approved Trend require a PCRF? ☐ Yes ☐ No

Does Fully Approved Trend require a 603 Form? ☐ Yes ☐ No

If Approved; Updating of Project Cost / Schedule Basis/Baselines:

☐ *Cost Basis / System Updated*

☐ *Schedule Basis/ System Updated*

_____

Project Controls Manager Name / Signature / Date

If Approved; Updating of Project Cost / Schedule with PCRF Submittal:

☐ *PCRF Submitted*

_____

Business Manager Name / Signature / Date

Distribution: AVW Project File; WSDOT Task Order Manager; AWV Document Control; AWV UCO; AWV Project Controls

SIDE CONNECTION ALTERNATIVE 3B

N

SB OFF RAMP

SB ALASKAN WAY (ONE LANE)

PEDS & BIKES ON PORT SIDE PATH

TAIL TRACK

~300' FERRY HOLDING

NB ON RAMP

NB ALASKAN WAY (ONE LANE)

1ST AVE S

RAILROAD WAY SOUTH

OVERHEIGHT VEHICLE ROUTE

S ROYAL BROUGHAM WAY

S KING ST

S JACKSON ST

LEGEND

= RETAINED CUT

= AT GRADE

= RETAINED FILL

= AERIAL /BRIDGE

= STRUCTURAL SHORING /RETROFIT

= STAGING & CONSTRUCTION FOOTPRINT LIMITS

= OVERHEIGHT VEHICLE ROUTE

DRAFT WORKING DRAWING
FOR DISCUSSION
PURPOSES ONLY

ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM	
S HOLGATE ST TO S KING ST VIADUCT REPLACEMENT PROJECT	
MARCH 2009	FIG

...\South_Project_GRAPHIC_SIDE_CONNECTION_ALT3B.dgn 3/19/2009 5:05:29 PM

Trend SS0019R2 Attachment #2
Alaskan Way Viaduct Replacement S – Holgate St to S. King St – MOT Alternatives

Alternative	Description	Cost	Traffic Operations			Impact to Bored Tunnel	Other Considerations
			SR 99	SR 99 Detour	Other Parallel Routes		
3A	25 MPH - side connection	Base	Weekend closures 25 MPH curves 60% to 65% of capacity maintained	No detour required	Moderate impact to 1st Ave Up to 15% increase on parallel N-S streets Up to 3 to 4% increase in traffic on I-5 (9,000 – 12,000 trips per day)	No Impact to schedule WOSCA available Jan 2011 RR Ramps removed Oct 2011	Existing Viaduct needs shoring and retrofitting over 4 frames N-S movements of Alaskan Way will be maintained during the majority of the project duration to provide connectivity to the central waterfront
Recommended Alternative 3B	40 MPH - side connection	+$5 Million	Weekend closures 40 MPH curves 65% to 70% of capacity maintained	No detour required	Moderate impact to 1st Ave Up to 10% increase on parallel N-S streets Up to 2 to 4% increase in traffic on I-5 (6,000 – 12,000 trips per day)	No Impact to schedule WOSCA available Jan 2011 RR Ramps removed Oct 2011	Existing Viaduct needs shoring and retrofitting over 4 frames. Also, structural modifications to achieve 40 MPH design speed involve additional risk. N-S movements of Alaskan Way will be maintained during the majority of the project duration to provide connectivity to the central waterfront
4B	Inline connection with modified WOSCA detour – using 1st Ave	+$1 Million	Closed 1 month 40 MPH curves 65% to 70% of capacity maintained	25 MPH detour 50-60% of capacity maintained (13 months SB, 8 months NB)	Alaskan Way and 1st Avenue closed – detoured to other streets Severe congestion on 4th Avenue Up to 40% increase on parallel N-S streets Up to 3 to 5% increase on I-5 during detour (9,000 – 15,000 trips per day)	10 Month Delay WOSCA available July 2012 RR Ramps removed July 2012	A two-way N-S connection between 1st Ave and Alaskan Way via Railroad Way will be maintained to provide N-S connectivity to the central waterfront except when 1st Ave is closed between Royal Brougham and Railroad Way
4C	Inline connection with modified WOSCA detour – using 1st Ave with traffic signal	+$2 Million	Closed 1 month 40 MPH curves 65% to 70% of capacity maintained	25 MPH detour 30-40% of capacity maintained for NB 50-60% of capacity maintained for SB (13 months SB, 8 months NB)	Alaskan Way detoured to 1st Ave Severe congestion on 1st Avenue Up to 20% increase on parallel N-S streets Up to 4 to 6% increase on I-5 during detour (12,000 – 18,000 trips per day)	10 Month Delay WOSCA available July 2012 RR Ramps removed July 2012	A two-way N-S connection between 1st Ave and Alaskan Way via Railroad Way will be maintained to provide N-S connectivity to the central waterfront

Community and Organization Briefings - 2009

Date attended	Organization	Location
January 13, 2009	University of Washington Urban Transportation Planning Class	Mueller Hall University of Washington
January 13, 2009	Cascade Bicycle Club	REI 222 Yale Street
January 15, 2009	Seattle Design Commission	City of Seattle Boards and Commissions Room L2-80
January 21, 2009	Allied Arts	216 First Ave. S. 3rd Floor Conference Room
January 21, 2009	Duwamish Transportation Management Association	Manufacturing Industrial Council 5509 First Ave. S.
January 22, 2009	Washington Society of Professional Engineers	Kent Mitzel's 22330 84th Ave. S.
January 27, 2009	Manufacturing Industrial Council, Executive Committee	MIC Offices 5509 First Ave. S.
January 27, 2009	North Seattle Industrial Association	Car Wash Enterprise 3977 Leary Way NW
January 28, 2009	International District Rotary Club	Sun Ya Restaurant 605 Seventh Ave. S.
February 2, 2009	Downtown Seattle Association, Transportation Committee	600 Stewart Street Suite 200
February 4, 2009	Interbay Neighborhood Association	Quest Church 3223 15th Ave. W.
February 6, 2009	Transportation Choices Coalition, Friday Forum	Public Health Bldg. 401 Fifth Ave., Room 115
February 9, 2009	Horizon House	900 University St.
February 10, 2009	Aurora Avenue Merchants Association	10009 Aurora Ave. N
February 10, 2009	Admiral Neighborhood Association	Admiral Church 4320 SW Hill St.
February 11, 2009	West Seattle Kiwanis Club	Be's Restaurant 4509 California Ave. SW
February 12, 2009	Magnolia Community Club	Blaine Elementary School 2500 34th Ave. W.
February 12, 2009	Women's Transportation Seminar	Seattle Municipal Tower
February 14, 2009	Western Washington Chapter of American Society of Mechanical Engineers	Old Spaghetti Factory 2801 Elliott Ave
February 17, 2009	Freight Mobility Advisory Committee	Manufacturing Industrial Council 5509 First Ave. S.
February 17, 2009	South County Area Transportation	SeaTac City Hall

Date attended	Organization	Location
	Board (SCATBd)	
February 18, 2009	Fauntleroy Community Association	Fauntleroy Church, Fellowship Hall 9140 California Ave. SW
February 18, 2009	Delridge District Council	Youngstown Cultural Arts Center 4408 Delridge Way SW
February 19, 2009	Alki Community Council	Alki Community Center 5817 SW Stevens St.
February 20, 2009	Eastside Transportation Partnership	Unigard Campus Olympus Building
February 24, 2009	AIA Seattle	AIA Seattle 1911 First Ave.
February 25, 2009	Mercer Corridor Stakeholder Committee	Seattle Biomedical Research Institute 307 Westlake Ave.
February 25, 2009	Fremont Chamber of Commerce	History House 790 N. 34th St.
February 25, 2009	Pioneer Square Community Association	201 Yesler Way, Suite B
February 25, 2009	Queen Anne Community Council, Transportation Committee	Queen Anne Community Center
February 25, 2009	Municipal League of King County	Stoel Rives LLP Law Offices
February 26, 2009	Ballard Kiwanis Club	Louie's Cuisine of China 5100 15th Ave. NW
February 26, 2009	SR 99 Corridor Coalition	Ivar's, Pier 54
March 3, 2009	Waterfront Landing Condominiums	Waterfront Landings Club Room
March 3, 2009	North end freight group	Trident Seafoods, Terminal 91
March 4, 2009	Southwest District Council	South Seattle Community College, 6000 16th Ave. SW
March 10, 2009	South Park Neighborhood Association	South Park Neighborhood Center, 8201 10th Ave. S.
March 11, 2009	Seattle Pedestrian Advisory Board	Seattle City Hall, Boards and Commissions Room L2-80
March 11, 2009	Mountains to Sound Greenway	Preston Community Center 310th Ave SE, Issaquah, WA
March 12, 2009	Wedgwood Community Council	Wedgwood Presbyterian Church 8008 35th Ave. NE
March 12, 2009	Uptown Alliance	Neighborhood Service Center 160 Roy St.
March 16, 2009	Georgetown Community Council	Coliman Mexican Restaurant 6932 Carleton Ave. S.
March 17, 2009	South Lake Union Chamber	REI 222 Yale St.
March 18, 2009	Pacific Merchants Shipping Association	Salty's on Alki 1936 Harbor Ave. SW
March 23, 2009	Ballard Public Forum	Ballard High School
March 24, 2009	King County Labor Council, Maritime Group	Executive Board Room, 3440 East Marginal Way S.
March 25, 2009	Belltown Business Association and Belltown Community Council	Seattle Labor Temple Association

Date attended	Organization	Location
		2800 First Ave.
March 31, 2009	Skyline Rotary Club	Columbia Center, 75th Floor
March 31, 2009	Manufacturing Industrial Council, Executive Committee	MIC Office, 5509 First Ave. S.
April 1, 2009	Seattle Bicycle Advisory Board	Seattle City Hall, Boards and Commissions Room, L2-80
April 14, 2009	Washington State Institute of Transportation Engineers	Old Redmond Schoolhouse
April 15, 2009	Park Shore Retirement Community	Parkshore Retirement Home 1630 43rd Ave. E.
April 22, 2009	University of Washington, Environmental Law and Regulations Practicum	University of Washington Electrical Engineering Building
April 30, 2009	Pike Place Market Preservation and Development Authority	Pike Place Market PDA, Conference Room
May 1, 2009	Puget Sound Regional Council (PSRC), Freight Mobility Roundtable	PSRC Boardroom, 1101 Western Avenue
May 4, 2009	University of Washington, Transportation and Construction Seminar	University of Washington Campus
May 7, 2009	Port of Seattle SODO Regional Construction Update	Port of Seattle Pier 69, Room 2D East
May 12, 2009	Seattle Center Resident Director's Group PDA	Seattle Center House, Conference Room A
May 13, 2009	Edmonds Community College Construction Class	Edmonds Community College 20000 68th Ave. W.
May 20, 2009	Burlington Northern Santa Fe Quarterly Trucker's Meeting	15901 West Valley Highway
May 21, 2009	Seattle Design Commission	Seattle City Hall, Boards and Commissions Room L2-80
May 26, 2009	Manufacturing Industrial Council (MIC), Executive Committee	MIC Offices, 5509 First Ave. S.
May 28, 2009	Commute Trip Reduction Program	413 Pine Street
June 8, 2009	Institute of Transportation Engineers annual meeting	Tulalip Casino and Resort
June 11, 2009	Downtown District Council	1904 Third Avenue,
June 16, 2009	Freight Mobility Advisory Committee	Manufacturing Industrial Council 5509 First Ave. S.
June 17, 2009	Belltown Business Association	Seattle Labor Temple Association 2800 First Ave.
June 18, 2009	Seattle Design Commission	Seattle City Hall, Boards and Commissions Room L2-80
June 23, 2009	North Seattle Industrial Association	Car Wash Enterprise 3977 Leary Way NW
July 1, 2009	Regional Access Mobility Partnership	Port of Tacoma 3600 Port of Tacoma Road
July 13, 2009	Magnolia/Queen Anne District Council	Queen Anne/Magnolia Neighborhood Service Center, 160 Roy St.

Date attended	Organization	Location
July 15, 2009	Morgan Community Association	The Kenney Home 7125 Fauntleroy Way SW
July 28, 2009	Amalgamated Transit Union	2815 Second Ave., Suite 230
July 29, 2009	Mercer Corridor Stakeholder Committee	Biomedical Research Institute
July 29, 2009	Queen Anne Community Council, Transportation Committee	Queen Anne Community Council, Transportation Committee
August 4, 2009	South Lake Union Friends and Neighbors	Seattle Armory
August 5, 2009	Seattle Bicycle Advisory Board	Seattle City Hall, Boards and Commissions Room L2-80
August 20, 2009	SODO/Duwamish Commute Trip Reduction group	Seattle City Light, SODO Service Center
September 8, 2009	National Association of Women in Construction, Tacoma Chapter	Fife City Bar & Grill 3025 Pacific Hwy East
September 22, 2009	CG/LA North America Strategic Infrastructure Leadership Forum, Washington, DC	Omni Shoreham Hotel, Washington DC
September 24, 2009	Seattle Design Commission subcommittee	Seattle City Hall, Boards and Commissions Room L2-80
October 1, 2009	Seattle Design Commission	Seattle City Hall, Boards and Commissions Room L2-80
October 2, 2009	American Society of Civil Engineers semiannual meeting (Ports and Harbors Technical Committee)	SeaTac Conference Center
October 5, 2009	International District Forum	InterIm Offices 310 Maynard Ave. S.
October 7, 2009	Pioneer Square Preservation Board	Seattle City Hall, Boards and Commissions Room L2-80
October 8, 2009	Magnolia Community Club	Catherine Blaine Elementary School
October 8, 2009	Women's Transportation Seminar and the Association for the Advancement of Cost Engineering International	Double Tree Guest Suites Tukwila, WA
October 12, 2009	Magnolia/Queen Anne District Council	Magnolia Community Center
October 13, 2009	Construction Financial Management Association	Ruth Chris 727 Pine St.
October 15, 2009	Seattle Chamber of Commerce, Transportation Committee	Chamber Offices, Rainier Tower 1301 Fifth Ave., Suite 2500
October 22, 2009	Seattle Planning Commission	Seattle City Hall, Boards and Commissions Room L2-80
October 29, 2009	Seattle Stadium Parking and Access Review Committee	Seattle City Hall, Boards and Commissions Room L2-80
October 29, 2009	Seattle Design Commission Subcommittee	Seattle City Hall, Boards and Commissions Room L2-80
November 5, 2009	Futures Breakfast Group	Harbor Club

Date attended	Organization	Location
		801 2nd Ave
November 17, 2009	American Institute of Architects	AIA Seattle 1911 First Avenue
November 18, 2009	Management and Public Administration Committee of American Public Works Association	Rock Salt on Lake Union
November 18, 2009	City of Seattle Bike/Pedestrian/Freight Committee	Seattle Municipal Building
November 19, 2009	Washington Highway Users Federation	Washington State Convention Center
November 25, 2009	Queen Anne Community Council, Transportation Committee	Queen Anne Community Center, 1901 First Ave. W
December 1, 2009	North Seattle Industrial Association	Car Wash Enterprise 3977 Leary Way NW

SR 99 Alaskan Way Viaduct & Seawall Replacement Program
SR 99 Construction Corridor Analysis
MP 29.60 to MP 33.08

Document Summary

The Alaskan Way Viaduct & Seawall Replacement Program (AWV) is a major improvement and freight mobility program on SR 99 within the Seattle city limits. The AWV program has been divided into several projects. This Construction Corridor Analysis sets minimum construction design speeds and roadway geometry on SR 99 for the 11 projects associated with the AWV program scheduled to start construction in and after 2010. This document also documents the design parameters for the Interim Transition Bridge Structure. All design guidelines cited are from the WSDOT Design Manual unless otherwise noted.

Definition of Terms

"AWV Program" or "program" is the umbrella term which refers to all work funded under the bin number 809936Z.
"Project" refers to the division of program work into separate construction contracts, which includes work on SR 99 and within the city of Seattle and other partner agencies' R/W.
"Corridor" refers exclusively to SR 99 within the program limits.
"DM" refers to the WSDOT *Design Manual*, January 2009 unless otherwise noted.
"Green Book" refers to *A Policy on Geometric Design of Highways and Streets*, AASHTO, Fifth edition, 2004.

Program Overview

The Alaskan Way Viaduct & Seawall Replacement Program (AWVSRP) is located in an urban area within the City of Seattle in King County. The program limits extend along SR 99 from north of the S. Spokane Street Bridge vicinity (Milepost [MP] 29.60) to Mercer Street vicinity (MP 33.08) and potentially underneath First Ave in downtown Seattle. The AWVSRP is partially funded through a combination of state funds from the 2003 Nickel Funding Package and the 2005 Transportation Partnership Account (TPA) Package. It has also received funding from the U.S. Federal Highway Administration (FHWA) and the City of Seattle.

SR 99 is functionally classified as an Urban Principal Arterial Highway by Washington State Dept. of Transportation (WSDOT) and is currently classified as an M1 Managed Access Highway from S. Spokane St (MP 28.61) to Thomas St (MP 32.58), and an M3 Managed Access Highway from Thomas St past the northern program limit at Ward St (MP 33.08). Speed limits through the program limits are posted between 40-50mph.

SR 99 is also a designated National Highway System (NHS) route and a Highway of Statewide Significance, per WSDOT classification. The project corridor has a WSDOT freight tonnage designation of T-1 (more than 10 million tons per year), and the City of Seattle classifies it as a Major Truck Street.

EXHIBIT T

On March 14, 2007, the Project Team was directed by WSDOT to advance portions of the project that would contribute to improving safety and mobility, and have fundamental consensus among the project partners. One of these six "Moving Forward: Early Safety and Mobility Projects" (ESMP) is the South Holgate Street to South King Street Viaduct Replacement Project (H2K). This project was divided into three stages with each stage being released as a separate construction contract. Stage one involves relocating existing utilities; stage 2 involves reconstructing SR 99 from S. Holgate to King St. Remaining work within the H2K project limits (including demolishing the remainder of the existing viaduct and roadside restoration) will be completed under a separate contract.

In January 2009, the Governor, King County Executive, and the City of Seattle Mayor recommended replacing ~~agreed to replace~~ the existing Viaduct through downtown Seattle with an approximately 54' diameter single bore tunnel that will include stacked roadways consisting of two northbound lanes and shoulders below two southbound lanes and shoulders. If the bored tunnel alternative moves forward, ~~T~~the south portal to the tunnel ~~will~~ would start at Royal Brougham Way S. (MP 30.32) and travel north under First Ave until reaching Mercer St (MP 32.78) where the north portal ~~will~~ would emerge and connect to the existing SR 99 route near Ward St. (MP 33.08) (see vicinity map).The north and south portals ~~will~~ would be fully directional interchanges (currently in the design phase) that ~~will~~ would increase access to the city's Central Business District (CBD). ~~Once the tunnel has been opened to traffic, and after the existing Viaduct and detours are remove~~As part of the bored tunnel alternative,~~d,~~ the ~~city~~ City of Seattle ~~will~~ would construct new surface streets and urban design features on the waterfront, once the proposed tunnel is open to traffic and the viaduct along the central waterfront is removed.~~.~~

The ultimate configuration of SR 99 is being designed to P-1 design class criteria. Design Matrix 3, line 3-7 applies to the projects on mainline SR 99 and matrix 4, line 4-5 will be used for the North and South Portal Accesses (Exhibits 1100-6 and 1100-7, June 2009).
Full limited access rights along SR 99 will be acquired from the southern program limits through the northern tunnel limits. Modified limited access rights will be acquired from the northern portal to Mercer St (MP 32.78).

This construction corridor analysis encompasses the remaining contracts in the Holgate to King project as well as all projects associated with the bored tunnel alternative for the viaduct's "~~Central~~ central ~~Waterfront~~waterfront replacement", which includes the SR 99 Deep Bore Tunnel and its North and South Access Portals, as well as the other remaining projects in the program. See Appendix A for a complete list of projects. It is important to note that the bored tunnel alternative is one alternative of three currently being considered within the NEPA process for the Alaskan Way Viaduct Replacement Project. This construction corridor analysis focuses primarily on how the Holgate to King project interacts with the Executive's recommended bored tunnel alternative. However, all proposed corridor construction associated with the Holgate to King project , both permanent and temporary, would be required by FHWA to function with any of the alternatives being considered within the NEPA process.

Existing Conditions through the Program Limits
On SR 99 within the program corridor limits, existing Average Daily Traffic (ADT) ranges from approximately 32,400 to 56,100 in the northbound direction and from 31,000 to 55,000 in the

southbound direction. Ingress and egress on SR 99 from just north of S. Spokane Street (MP 29.26) to Thomas St. (MP 32.58) is currently limited to on- and off-ramps connecting to First Ave. S, Columbia Street, Seneca Street, Elliot Ave, Western Ave, and Denny Way. Between Thomas St. and the northern program limits at Ward St. (MP 33.08), ingress and egress with SR 99 is not confined to specific access points and right-in/right-out access is available almost continuously.

The posted speed limit is 50 mph in the segment between the southern program limit and Virginia St vicinity (MP 29. 60 to 31.69); between Virginia St. to Lenora St. (MP 31.76) the posted speed is 45mph; from Lenora St. to the northern program limits, the posted speed for all vehicles is 40mph, with a 35mph advisory speed through the Battery Street Tunnel (BST). On the existing viaduct, the posted speed for trucks is 40mph.

Through most of the program limits, SR 99 has three through lanes in each direction. The only exceptions are: two lanes in each direction through the BST, a fourth auxiliary lane northbound between King and Seneca Streets (MP 30.76 to MP 31.30), and an intermittent auxiliary lane northbound from just north of the BST to the northern program limits at Ward St. (MP 32.50 to 33.08).

Existing lane widths range from 9.5 to 12 feet and shoulder widths range from 0 to 3 feet. The existing roadway design speed south of Union Street (MP 31.44) is 50mph based on the comparison of the existing horizontal geometrics and the 6% maximum superelevation rate table (Design Manual Exhibit 1250-4c, June 2009) based on current design guidelines. The existing sag curves in this area meet 50 mph design criteria (Design Manual Exhibit 1260-13, June 2009).

Design Speeds— SR 99 Final Configuration

The design speeds for permanent roadways constructed in this program are listed in the following table:

Table 1 SR 99 Design Speeds (Final)

SR 99	Recommended Design Speed	Anticipated Posted Speed
S. Spokane Street vic. to S. Royal Brougham Way (MP 29.26 to MP 30.32)	50 mph	50 mph
S. Royal Brougham Way to Mercer Street (tunnel) (MP 30.32 to MP 32.83)	50 mph	50 mph
Mercer Street to Ward Street (32.83 to MP 33.08)	45 mph	40 mph

Major Construction Work and Construction Design Speed

The AWV program is divided into several projects (see Appendix A), and each will affect traffic operations to a certain extent. However, most of the traffic impacts will result from the four largest proposed projects: Holgate to King Stage 2, South Portal Access, Deep Bore Tunnel, and North Portal Access. H2K is the first major project to go to construction, and the "Maintenance of Traffic"

(MOT) challenges for this project have served as the basis for creating this Construction Corridor Analysis. The MOT plans for the other major projects have not yet been developed in great detail, and this document will serve to provide the minimum design and posted speed requirements while all the remaining projects in the AWV program are constructed.

The removal and replacement limits for bridge structures within the H2K Stage 2 Project extend from approximately S. Holgate Street (MP 29.89) to S. Dearborn Street (MP 30.66). Other required improvements for SR 99 and city surface streets extend the project construction work as far north as Lenora Street (MP 31.79 vic.) and as far south as S. Spokane Street (MP 29.20). This project includes demolishing the existing viaduct and reconstructing infrastructure elements, including portions of many local streets and portions of SR 99. Near S. Holgate Street, SR 99 will transition from an at-grade roadway to a bridge structure over railroad tracks and S. Atlantic Street, returning to grade near S. Royal Brougham Way.

An interim transition bridge structure ("transition structure"), in place for four to five years, will be built to connect the bridge structure spanning S Atlantic Street to the existing Viaduct near the Railroad Way Ramps (MP 30.78) while construction for the proposed Deep Bore Tunnel takes place. After the tunnel is opened to traffic, the transition structure and existing Viaduct will be removed. The transition structure is a MOT strategy to maintain traffic on the existing corridor with minimal full closures within the program area. This transition structure will also have south off-ramp and north on-ramp connections because the existing N & S Railroad Way Ramps will be closed during the proposed south portal and tunnel construction. Because this transition structure is only in place for a limited time period, the decision was made to use the existing geometric conditions on the viaduct as the design parameters instead of current full geometric design guidelines, as would have been required if this were a permanent structure.

To promote safer driving conditions during the construction projects, the posted speed limits will be reduced from the existing condition. These posted speeds will be applicable while construction activities take place and the transition structure is operational. The construction posted speeds will promote safer driving conditions by reducing speeds to accommodate anticipated roadway conditions in the project area, such as:

- Motorists distracted by the adjacent construction,
- Unstable traffic flow from congestion,
- Reduced acceleration distance the interim NB ramp to the Transition Structure,
- Minimized roadway geometrics on the Transition Structure, and
- Lane shifts required for various construction staging alignments.

After the construction has completed, the final posted speed limits listed in Table 1 above will be in effect.

Figure 1 is a vicinity map with a graphical representation of the construction speed limits. See Table 2 for a comparison of the existing posted speeds and the minimum construction design speed at various segments within the program limits.

The posted speed during construction will be a combination of regulatory and advisory speed signs appropriate for the given traffic control configuration. Implementation of a reduced regulatory speed for construction is subject to approval of the region traffic engineer.

Table 2 SR 99 Construction Design Speed

SR 99	Existing Posted Speed	Minimum Construction Design Speed
From south of the program limits to S. Lander Street vic.(MP 29.60)	50	50
From S. Lander St to the Western/Elliot Ramps (MP 29.60 to 31.89)	50 (cars) 40 (trucks)	40
From Western/Elliot ramps, through the BST, to the northern program limits (MP 31.89 to 33.08)	40	40 (see note)

Note: Battery Street Tunnel will remain at its existing design speed of 35 mph.

SR 99 Construction Roadway Geometry

Construction detours of mainline SR 99 will be necessary throughout the life of the program. A commitment has been made to keep SR 99 open and functioning as much as possible. To that end, at least two lanes in each direction will be maintained. The minimum roadway geometry during construction will be lanes 11 feet in width with 1 foot of shy to barriers. Opposing lanes of traffic will remain barrier separated.

Construction Corridor Design Considerations

An effective Maintenance of Traffic (MOT) strategy needs to balance the AWV's aggressive construction schedule while limiting the construction impacts on the surrounding areas and is a very important part of the program. Design considerations listed in this section are not considered absolute constraints; however, they can substantially affect the local area and public safety and should only be approved when these effects can be mitigated or offset by corresponding benefits.

The existing SR 99 Viaduct has been in place for over 50 years and during that time, along much of its length, substantial development has occurred adjacent to the highway. With the recent ~~decision~~ recommendation to construct the Deep Bore Tunnel, the direct impacts from construction activities to the central downtown area have been greatly reduced. However, construction activities around the north and south portals for the proposed tunnel along with construction of the Interim Transition Bridge Structure can still heavily impact traffic operations in the surrounding areas if not properly mitigated.

SR 99 within the Holgate to King Stage 2 project limits (MP 29.60 to MP 30.32) is an industrial area with major properties which include the following:

- the Port of Seattle,

- BNSF and Union Pacific Railroad tracks,
- United States Coast Guard,
- Seattle Ferry Terminal,
- Seattle Mariners and Seahawks/FC Sounder Stadiums.

The northern program area (MP 32.78 to MP 33.08) is more urban compared to the south end with numerous businesses and residences in the near vicinity and several direct connections to SR 99 from both city streets and private properties.

The Governor gave the Alaskan Way Viaduct Program two fundamental milestones: remove the existing Viaduct by 2012 and substantially complete the program by 2015. In 2007, WSDOT's OSC Program Management signed the Final Project Definition, which approved replacing this seismically vulnerable structure. Although it was later found that removing the entire existing Viaduct by 2012 was infeasible, the program will still remove the southern 40% of the existing Viaduct as part of the Holgate to King Stage 2 project. These milestones have created an aggressive delivery schedule for a program that won't start major construction activities until early 2010.

Large construction staging areas are required to ensure efficient operations and constructability of the proposed tunnel, the two proposed tunnel portals, and the Interim Transition Bridge structure. Limiting staging areas and efficiency increases the risk of longer durations for construction activities, unsafe conditions, and increasing construction costs. One of the goals of the MOT strategy is to minimize major closures and traffic impacts to SR 99 and to the city street system from construction activities.

Areas where construction will affect the Viaduct's operations are expected to occur at the south and north access portals of the tunnel alternative. The following examples show some constraining corridor design considerations while in construction:

- Removing the existing viaduct between S Holgate St to S King St (MP 29.89 to 30.78) while maintaining the Washington Oregon Shipping Cooperative Association (WOSCA) property site for the proposed South Portal Access and Deep Bore Tunnel construction operations creates little space for detours in the area in order to build the Interim Transition Bridge Structure over S Atlantic St until the tunnel is open to traffic. Because of space constraints, 40 mph was the maximum design speed that could be used to design the vertical curves on the transition structure to create a detour.

- Shoulder width, number of lanes, and horizontal stopping sight distance on the transition structure is limited by the existing viaduct columns; however, these design features meet 40 mph design speed. The wider structure width required so that these design elements meet 50mph design speed would require major closures of SR 99, decreasing the MOT plan's efficiency and causing a much larger disruption and delay to the traveling public.

- In the North Portal Access area, available Right of Way is very limited and is one of the major constraints to the design. The limited Right of Way only allows for an

alignment on or near the current SR 99 roadway. The existing super-elevation and horizontal curves are the limiting factors at the North Portal Access detour plans.

The MOT operations plan features several geometric roadway configurations on SR 99 during the various constructions stages of the projects. By adjusting lane striping and barrier locations during the H2K construction, at least two lanes will remain open to traffic in each direction. The most constrained roadway sections are shown in the Roadway Sections (see Appendix C). The "end state" pavement marking plan in the H2K project Contract Plans will remain in place during construction of the other projects. The final channelization plan for SR 99 north of the H2K project limits will be developed during the design phase of the proposed North and South Portal Tunnel Access and Deep Bore Tunnel projects.

Construction Sequencing of Major Projects within the Program

The AWV program will be divided into several projects, which are listed in Appendix A. However, most of the construction impacts will come from four proposed projects. These projects' titles and estimated construction dates are listed below:

- SR 99 Holgate to King Stage 2, February 2010 to July 2013
- South Portal Tunnel Access, October 2013 to December 2015
- SR 99 Deep Bore Tunnel, May 2013 to December 2015
- North Portal Tunnel Access, May 2011 to August 2014

Appendix A contains a list of all the projects in the program and a construction schedule.

Interim Transition Bridge Structure

This section documents the deviated design parameters for the Interim Transition Bridge Structure ("transition structure"), and references the January 2009 *Design Manual* (the edition used for the Holgate to King, Stage 2 project which includes design and construction of the transition structure.) Refer to Appendix B-Trend SS0019R2 for additional information relating to how the preferred alternative was chosen..

A temporary section of roadway will connect the rebuilt section of SR 99 over S. Atlantic St. to the existing viaduct through downtown Seattle, and will be accessed by new ramps (also temporary) replacing the existing ramps at Railroad Way S (which will be closed). This is necessary to achieve the MOT goal of balancing construction zone efficiency and minimizing the effects on the traveling public. The project team looked at various alternatives and concluded that an Interim Transition Bridge Structure ("transition structure") that tied into the west side of the existing viaduct would be the best overall option. The transition structure and its ramps will be constructed during the Holgate to King, Stage 2 project and will be removed after the proposed Deep Bore Tunnel is opened to traffic in 2015.

The design team selected the design class Urban Managed Access-1 ($U_{M/A}$-1) and 50mph design speed for the transition structure as this is the design class and design speed for the existing SR 99 viaduct through downtown Seattle. All geometric elements meet current Full design criteria as

shown in Figure 440-9 (January 2009) for this design class except for the elements shown in Table 3; however, all the design elements listed in Table 3 satisfy 40mph design speed criteria or existing conditions except as noted. The transition structure meets or exceeds the design construction speed limit as described in this document. The Interim Bridge Transition Structure plan sheets in Appendix C are used to help reference these deviated design elements and show the plan and profiles of this structure.

Alternative 1

This alternative is a new bridge structure connecting the reconstructed SR 99 structure spanning S Atlantic Street with an inline approach that tied directly into the existing viaduct ends at Bent 121 (just south of the existing Railroad Way ramps). This alternative is an interim structure, and would be removed after the proposed Deep Bore Tunnel is opened to traffic.

Advantages of Alternative 1 include a higher design speed (45 mph), minimal structural modifications to the existing viaduct, increased shoulder width compared to existing conditions, and improved channelization of three lanes at the tie in locations in both directions by reducing potential driver disruptions.

Disadvantages include a full closure of SR 99 for at least 6 months, expected major congestion for 1st Ave S. throughout the construction period, major disruptions to businesses on 1st Ave. and stadium/event traffic (stadium and major events are scheduled 100 days per year). Past studies have shown that increased congestion increases the collision rates on facilities.

WSDOT Program Management decided that this alternative was not feasible because neither the minimum 6 month, full closure required of SR 99 nor the increased risk of collisions resulting from the significant congestion caused by diverting SR 99 traffic on parallel routes were acceptable.

A preliminary cost estimate for this alternative is around $35 Million.

Alternatives 2a - 2e—the "WOSCA detour"

The design team evaluated five other alternatives in addition to Alternative 1 and the preferred Alternative 3; however, these were rejected because they either required a construction detour through the WOSCA property (an adjacent property acquired by WSDOT) or detoured traffic through the active work zone onto 1st Ave for several months. These alternatives were more difficult to construct and would likely result in reduced safety for workers and motorists, higher bids, and possible delays during construction. After the "WOSCA detour" was operational, a separate roadway similar to Alternative 1 would be built, and then removed after the proposed Deep Bore Tunnel was opened to traffic. Most of these WOSCA detour alternatives were quickly dismissed as undesirable due to schedule and cost concerns.

The most feasible of the Alternative 2 scenarios through the WOSCA property created a detour using the Railroad Ave ramps and tying into the reconstructed SR 99 structure spanning over S. Atlantic Street. After this detour is in place, a configuration similar to Alternative 1 would be built to facilitate traffic through this area during construction of the proposed tunnel. Advantages of this alternative include: a shorter, single month closure of SR 99, building to current roadway design criteria, and limited impacts to city streets when compared to Alternative 1. Disadvantages include

additional construction costs, a detour requiring posted speed of 25 mph for approximately 1 year duration, and potentially delaying the rest of the program's project milestones due to constructability issues in coordinating proposed South Portal Access and Deep Bore Tunnel construction.

WSDOT Program Management rejected all iterations of the WOSCA detour because they created an unacceptable risk of either setting back the Governor- mandated milestone of fully opening of the recommended tunnel alternative to traffic by the end of 2015, decreasing safety to workers and motorists, or significantly impacting 1st Ave traffic operations. All iterations of Alternative 2 could also create constructability issues for the program which would increase costs and increase the construction duration. For these reasons any alternatives that implemented a detour through the WOSCA property were not considered acceptable for the success of the program.

Alternative 3 - Preferred

The preferred alternative is a new roadway section connecting between the reconstructed SR 99 to the west side of the existing Viaduct near S. Dearborn St (MP 30.32). This option is preferred because it can be constructed without any significant impacts to existing traffic operations or require any long-term full closures to SR 99. This is the also the only alternative that maintains existing SR 99 traffic on the SR 99 roadway and out of the work zone. The preferred alternative limits the structural modifications to the Viaduct and requires ~~only once~~approximately five short-term closures of SR 99 for the final tie into the existing Viaduct structure. In addition, the vertical clearance of the existing Viaduct is maintained.

The preferred alternative roadway section, alignment, and profiles are shown in Appendix C.

In this Alternative, the existing on- and off-ramps at Railroad Way and First Ave S. will be removed and replaced. The northbound transition structure on-ramp will be between Royal Brougham Way and the E. Frontage Road (west of First Ave S.). The southbound transition structure off-ramp will connect at street level to S. Atlantic Street, just east of Alaskan Way S. (see Appendix C)

The preferred alternative balances the MOT plan requirements and roadway design guidelines. When compared against Alternative 1, the preferred alternative minimizes the amount of significant disruptions to traffic because the required full closures can be restricted to weekends and two other short term closures ~~only~~. In addition, the preferred alternative reduces impacts to 1st Ave S. by keeping SR 99 open, and has fewer disruptions to businesses and industries in the area. Disadvantages of the preferred alternative include a lower design and posted speed, and some roadway geometric criteria that do not meet 50 mph design speed criteria for a $U_{M/A}$-1 roadway (listed in Table 3).

The estimated cost for the preferred alternative is approximately $35 million.

Justifications

The design team requests approval of the preferred alternative because it:

- Minimizes long-term full closures of SR 99 needed for Alternative 1,

- If the tunnel alternative is selected, it k~~K~~eeps SR 99 open while construction of the S. Portal Access and Deep Bore Tunnel projects are underway,
- Provides adequate construction staging area for the proposed South Portal Access and Deep Bore Tunnel, greatly reducing the risk of increased construction costs and schedule delays,
- Reduces the known construction risks which preclude meeting the 2015 milestone of opening the Executive's recommended Deep Bore Tunnel to traffic,
- Has the same construction cost compared to Alternative 1,
- Maintains existing minimum lane and shoulder widths, and vertical clearance of the existing Viaduct
- Minimizes traffic disruptions to stadium area activities and other local businesses, and
- Decreases work zone safety risks to both workers and motorists during the program's construction phases.

Deviated Design Elements for the Preferred Alternative

The design class for the transition structure and the northbound on- and southbound off-ramps is $U_{M/A}$-1 with a 50 mph design speed, which is the design and posted speed for both reconstructed and existing sections of SR 99. This construction corridor analysis sets the design speed at 40mph.

Table 3 (below) identifies the design elements on the Interim Bridge Transition Structure that do not meet current design guidelines for a $U_{M/A}$-1 roadway with a 50 mph design speed. However, this does not diminish driver expectations on this roadway because the geometric elements on the mainline alignment meet or exceed the conditions on the existing SR 99 alignment with the exception of the length of one vertical curve which does not meet the 40mph construction design speed.

20-35mph design speed range is used for the northbound ramp, supported by Exhibit 10-56 in the Green Book (Figure 940-4 in the DM lists the range of design speeds for ramps but doesn't address mainline design speeds less than 50mph.). The southbound ramp functions as a slip ramp, and uses the 25-40mph design speed range.

Justifications for Length of Vertical Curve

The proposed 100' vertical curve is located near the north end of the DTNB alignment as the northbound traffic lanes transition to match the Viaduct's existing upper deck. This curve is shorter than WSDOT guidelines for this design speed, but the curve does not create a sight obstruction and required stopping sight distance is met. The shortened vertical curve in this vicinity is justified through structural concerns for the existing viaduct. Initial concepts for the structural connection between the transition structure and existing Viaduct had assumed that a curb could be safely removed from the existing structure. However, subsequent as-built research and structural analysis confirmed that removal of reinforcing steel within the existing curb would endanger the structure. Consequently, the new transition bridge profile was adjusted to preserve and protect the existing reinforcing steel, thereby requiring a deck overlay up to 9-inches thick on the existing upper deck. Additional structural concerns regarding the weight of the overlay material have necessitated an alternative approach to the final grade transition. A typical bridge deck overlay would taper the new material to match the existing surface with a 0.2% maximum longitudinal slope in accordance with

WSDOT Standard Plan A-60.30-00 (11/8/07). This approach would require a total overlay length of approximately 360-feet for this situation. However, the structural analysis confirmed that the seismic response of the existing Viaduct would not be acceptable with this amount of additional material. The proposed vertical curve design will significantly reduce the total overlay length to 155-feet with a corresponding reduction in the volume and weight of material. A structural analysis found that the existing Viaduct structure would perform safely with the reduced weight of overlay material.

See Appendix C for the Interim Bridge Transition Structure plan sheets which show the design elements that correspond to Table 3. Appendix C also contains the alignment and profile plans for these interim alignments.

Vertical Clearance through the Transition Section

The southbound off-ramp will be constructed between Bents 118-120 on the existing Viaduct. The minimum vertical clearance over the traveled way on this exit ramp where it passes under the unmodified edge beam is 14.342 ft, which is lower than WSDOT design guidelines for an existing structure. More crucially, it is lower than the existing vertical clearance (14.449') from the Elliot Ave on-ramp (southbound) and over the traveled way of the mainline. The minimum clearance is located along a lateral beam, which has different structure structural design parameters from the crossbeams, and these lateral beams are not designed to be struck. Although overheight vehicles are not permitted on the Viaduct and the roadway is signed as 14.0 ft vertical clearance, there is a possibility that an overheight vehicle could enter via the Elliot Ave. ramp and strike this lateral beam.

The design team evaluated several options of mitigating this situation, which are summarized in a white paper (diagrams and full text are shown in Appendix D). The preferred option is to retrofit the lateral beam by replacing a portion of the bottom section of the existing beam (approx. 2 inches) with a 3/16" bent steel plate. The plate will armor the lateral beam from strikes, as well as increase the available vertical clearance from a low point of 14.342' to 14.451' at this same location.

The white paper and AWV Program Design Manager concurrence are found in Appendix D.

Table 3 – Interim Transition Bridge Structure Mainline and Ramps Deviated Design Elements

Mainline (DTNB and DTSB alignment)	$U_{M/A}$-1 50 mph Design Speed per Design Manual (Final SR 99 Configuration Alt #1)	40 mph Construction Design Speed—$U_{M/A}$-1 Design class per Design Manual	Existing Condition	Alternative 3 Interim Transition Structure—Preferred 40 mph design speed	Reference (1)—
1. Vertical Clearance	15.5 ft	15.5 ft	14.342 ft	14.35 ft	1120.04(5)(c)
2. Inside Shoulder	4 ft	4 ft	2 ft	2 ft	Fig 440-9
3. Outside Shoulder	10 ft	10 ft	2 ft	2 ft	Fig 440-9
4. Lane Reduction	600 ft	480 ft	None	506 ft	620.07(b)
5. Lane Width	12 ft	12 ft	11 ft	11 ft	Fig 440-9
6. Horizontal Stopping Sight Distance	425 ft	305 ft	300 ft	320 ft	Fig 650-10
7. Crest Vertical Curve Stopping Sight Distance	474 ft	333 ft	N/A	337 ft	Fig 650-5
8. Minimum Length of Vertical Curve	150 ft	120 ft	N/A	100 ft	630.03(2)
On-Ramp—Northbound (DNBR alignment)					
9. Design Speed	25-45	N/A	N/A	20-35 mph (2)	Green Book—Exhibit 10-56, DM 642.04, Fig. 642-5
10. Inside Shoulder	2 ft	2 ft	N/A	1 ft	Fig 940-6
11. Acceleration Lane Length	610 ft	270 ft	N/A	328 ft	Fig 940-9
12. On-Ramp Configuration	(3)	(3)	N/A	(3)	Fig 940-13a
Off-Ramp—Southbound (DSBR alignment)					
13. Design Speed			N/A	25-40 mph (2)	Green Book—Exhibit 10-56, DM 642.04, Fig. 642-5
14. Outside Shoulders	8 ft	8 ft	N/A	2 ft	Fig 940-6
15. Deceleration Length	315 ft	185 ft	N/A	185 ft min.	Fig 940-10
16. Gore Configuration	12 ft	12 ft.	N/A	8.5 ft (4)	940-11a
17. Off Ramp Configuration	(5)	(5)	N/A	(5)	940-14a
18. Lane Width	12 ft	12 ft	N/A	11 ft	Fig 940-6

(1) All references are from the WSDOT *Design Manual*, Jan. 2009, unless otherwise noted
(2) The Green Book provides guidance for ramp design speed when the mainline is 40mph and lower; DM 642.04 and Fig. 642-5 provide superelevation rates for ramps with these lower design speeds.

(3) 5.2' width provided between the mainline lane and the ramp lane at PT of ramp transition curve. (12' per Fig 940-13a)

(4) Measured from edge of mainline to point of physical nose, and can accommodate either a Quadguard Elite or REACT 350 impact attenuator.

(5) 6.5' width between the mainline lane and beginning of inside lane edge. (16' per Fig 940-14a)

Recommendation

This document serves two purposes: to set posted speeds within the program corridor during the various construction projects and to document the Interim Transition Bridge Structure geometrics.

A major goal of WSDOT Program Management and partner agencies is minimizing the impacts on traffic and freight operations through Seattle during the ambitious construction schedule for these several large-scale projects. A major feature is to reduce the posted speed on SR 99 between the transition structure area and existing Battery Street Tunnel during the construction periods in order to balance Maintenance of Traffic requirements with operational safety.

Upon completion of the proposed Deep Bore Tunnel and the associated north and south Access portals, traffic will be shifted to the ultimate SR 99 corridor alignment (scheduled for December 2015) and all temporary construction speeds outlined in this document will no longer apply to this corridor. The posted speed limits set in the SR 99 Corridor Analysis (approved July 2009) will then take effect.

The Interim Transition Bridge Structure is also a fundamental part of the Maintenance of Traffic strategy because it connects the reconstructed SR 99 south of downtown Seattle to the existing Viaduct through Seattle's Central Waterfront area, while maintaining traffic on the existing SR 99 alignment while the proposed Deep Bore Tunnel and North and South Access Portals are being constructed. This transition structure will only be opened to traffic until the proposed tunnel is operational; after which it will be removed. Several geometric elements do not meet current design guidelines for a new facility; however, the mainline design elements meet 40 mph design speed criteria and/or match into existing conditions on the Viaduct.

The design teams requests approval of the Construction Design Speeds and Interim Transition Bridge Structure design criteria.

Appendix A - Alaskan Way Proposed Program by Project*

Project Name	Major items of work	Current Construction Dates
Holgate to King, Stage 2	Removing and replacing the southern end of the existing Viaduct; building the Transition Structure and the "U-Tube"	February 2010 – July 2013
North Portal Tunnel Access	Constructing bridges and/or lids over SR 99 and ramps	May 2011 – August 2014
Ground Replacement	Replacing unsuitable material with controlled density fill in the South Portal Tunnel Access area,	August 2011 – June 2012
Tunnel Boring Machine Substation	Constructing a power supply substation for the TBM	August 2011 – October 2011
North Portal Detour and Utility Relocation	Constructing a detour roadway which connects with Battery Street Tunnel	February 2012 – December 2015
Deep Bore Tunnel	Constructing a Deep Bore Tunnel underneath downtown Seattle	May 2013 – December 2015
South Portal Tunnel Access	Creating on- and off- connections between 1st Ave and the Deep Bore Tunnel	October 2013 – December 2015
ITS Signage	Constructing and installing ITS infrastructure along SR 99 within the program limits	February 2015 – December 2015
South End Surface Improvement	Demolishing the Transition Structure	After South Portal Tunnel Access is completed
North End Surface Improvement	Remove north detour roadway and restore surfaces	After North Portal Tunnel Access is completed
Alaskan Way Demolition	Demolishing the Alaskan Way Viaduct and ramps through downtown Seattle and decommissioning the Battery Street Tunnel	After Deep Bore Tunnel is completed and opened to traffic

*This project list is based on the selection of the Deep Bore Tunnel alternative; if another alternative is recommended, this list will be revised.

Appendix B—Trend SS0019R2 Stage 2 Contract Alignment w/Proposed Bored Tunnel Alternative