



*Central Waterfront
Stakeholders Group*
October 24, 2012



and



Housekeeping

Alaskan Way Viaduct Replacement Project Update

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Alaskan Way Viaduct **REPLACEMENT** PROGRAM



Central Waterfront Stakeholders Group
SR 99 Tunnel Project Tolling Update
Oct. 24, 2012



Alaskan Way Viaduct REPLACEMENT PROGRAM

Tunnel Changes Traffic Patterns From Today

- Full access at tunnel portals to northbound and southbound SR 99 and ramps to downtown city streets.
- Removal of viaduct's Columbia and Seneca ramps.
- Removal of viaduct's Elliott and Western ramps.

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Traffic Pattern Changes With SR 99 Tunnel

Alaskan Way Viaduct

SR 99 tunnel and Alaskan Way with connection to Elliott and Western avenues

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Why Toll the SR 99 Tunnel?

- Washington State Legislature directed WSDOT to fund SR 99 tunnel construction with bond proceeds from tolling.
- SR 99 tunnel construction funding need: \$200 million.

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Key Roles and Responsibilities in Toll Project Financing		
State Legislature	<ul style="list-style-type: none"> • Authorizes tolling • Authorizes sale of bonds 	<ul style="list-style-type: none"> • Appropriate toll revenue • Maintain Toll Authority's powers
WSDOT (Project owner)	<ul style="list-style-type: none"> • Prepare project financial plan • Project development & delivery • Oversee prep of traffic & revenue projections 	<ul style="list-style-type: none"> • Develop & test proposed toll rate schedule • Toll collection & customer service • Operate, maintain & insure the facility
Toll authority (Washington State Transportation Commission)	<ul style="list-style-type: none"> • Set & maintain toll, fees, policies, exemptions • Review & report on toll collection & operations policies / expenditures 	<ul style="list-style-type: none"> • Ensure adopted tolls are sufficient to meet all obligations
Office of the State Treasurer	<ul style="list-style-type: none"> • Financial planning in developing & testing proposed toll rate schedule • Certify toll sufficiency to meet bond covenants 	<ul style="list-style-type: none"> • Ensure tolls are sufficient to meet obligations • Sell bonds • Administer accounts for debt repayment
State Finance Committee	<ul style="list-style-type: none"> • Adopt Master Bond Resolution • Support sale of bonds • Investor relations/ maintain tax exempt status 	<p>Note: The State Finance Committee includes the Governor, Lieutenant Governor and State Treasurer.</p>

Advisory Committee on Tolling and Traffic Management Overview

- Committee was formed in late 2011.
- The 15-member committee will make advisory recommendations on strategies for:
 - Minimizing traffic diversion from the tunnel due to tolling.
 - Tolling the SR 99 tunnel.
 - Mitigating traffic diversion effects on city streets and I-5.



Electronic tolling at Tacoma Narrows Bridge.

Committee Members

- | | |
|---------------------------|----------------|
| • Charley Royer, Co-Chair | • Peg Staeheli |
| • Maud Daudon, Co-Chair | • Phil Fujii |
| • Cynthia Chen | • Rick Bender |
| • Bob Davidson | • Rob Johnson |
| • Claudia Balducci | • Sharon Maeda |
| • Henry Yates | • Sung Yang |
| • Kurt Beckett | • Tessa Gregor |
| • Marcus Charles | |

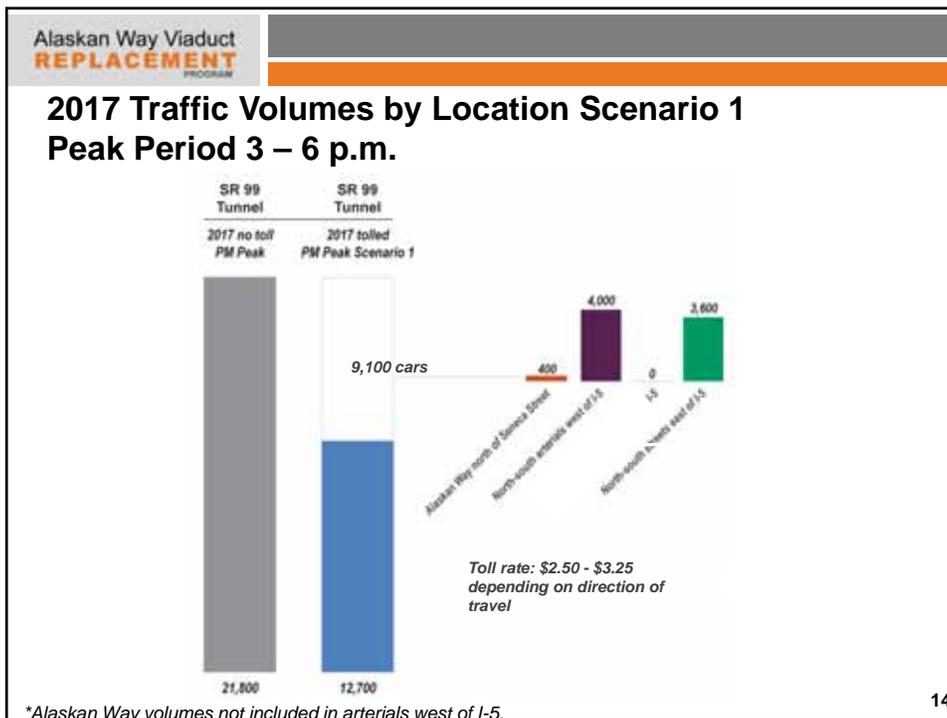
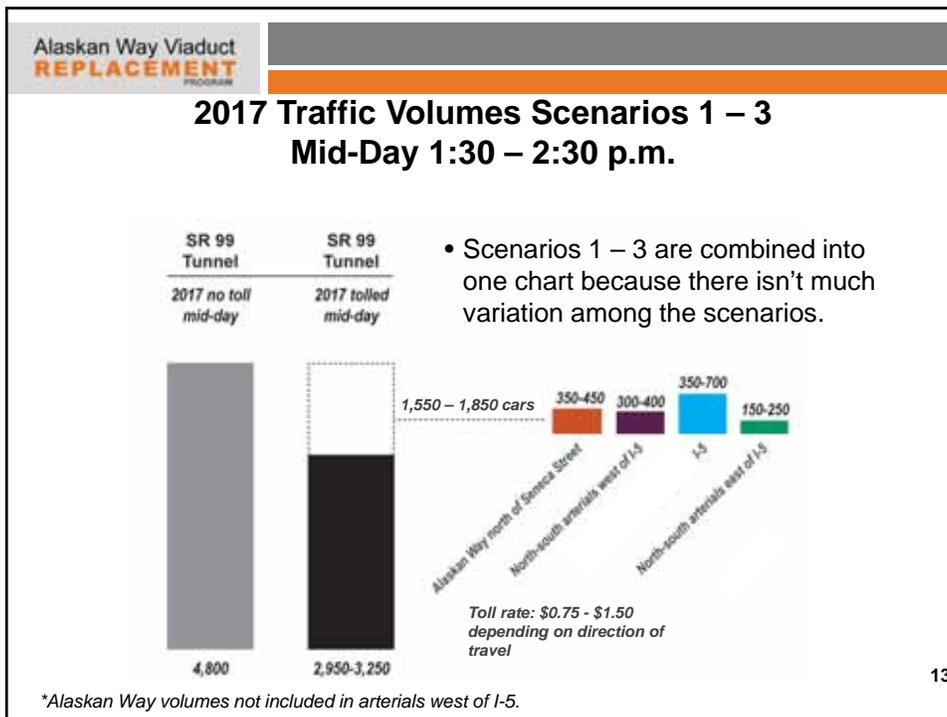


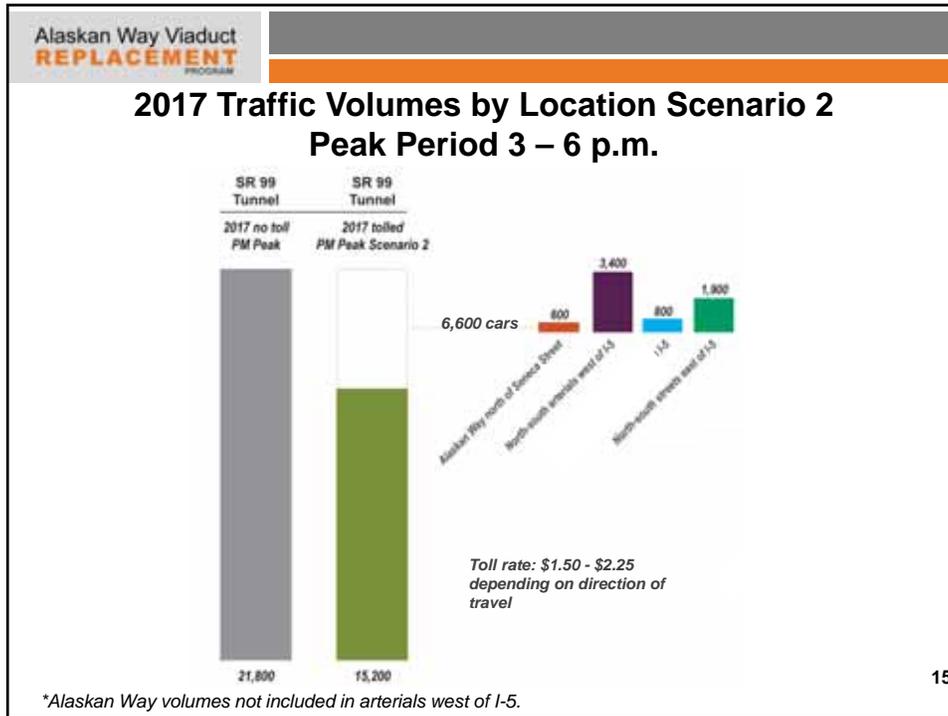
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ACTT Round One Scenarios Analyzed

- No toll and high toll (\$1 - \$4) are being studied as benchmarks.
- Scenario 1 (\$1 - \$3.25): Objective is to achieve funding target.
- Scenario 2 (\$0.75 - \$2.25): Objective is to reduce diversion.
- Scenario 3 (\$0.75 - \$2.50): Objective is to balance funding and diversion.
- Scenarios 1 – 3 each have time periods with no tolls such as overnight or weekends.

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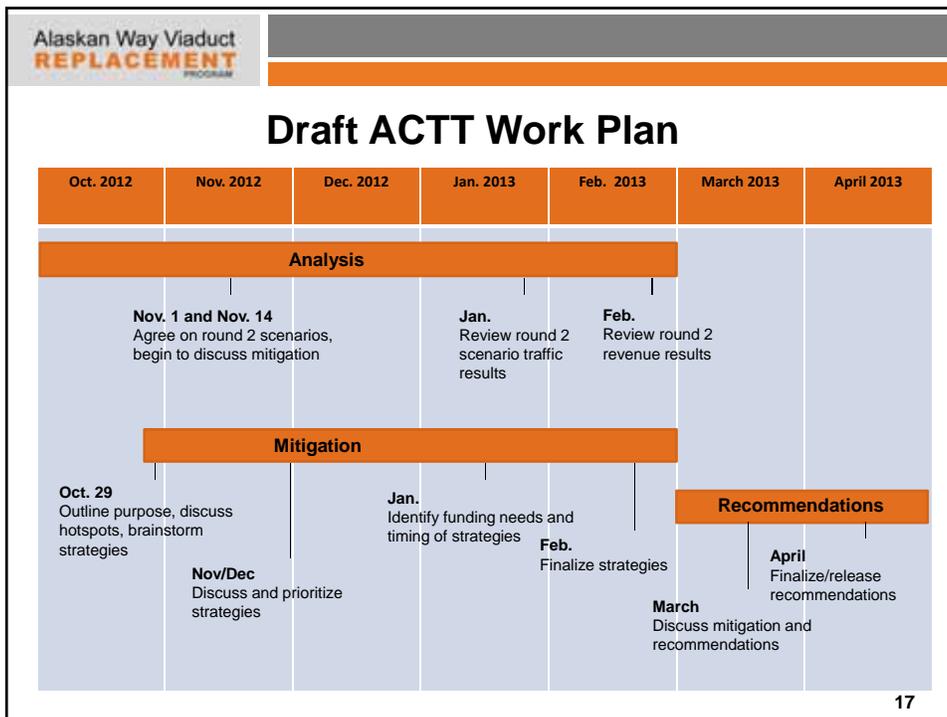
Preliminary Revenue Results for High Toll and Scenarios 1 - 3

- In addition to project funding, toll revenue would cover various costs:
 - Tunnel ownership costs (operations and maintenance, repair and replacement).
 - Facility insurance.
 - Toll collection costs.
 - Potential financing costs.

	Potential Project Funding*
High Toll Benchmark	\$210 to \$250
Scenario 1	\$170 to \$210
Scenario 2	
Scenario 3	\$110 to \$150

Costs in millions of dollars.
Likely couldn't finance scenario 2 for tunnel project funding.
* This is a preliminary calculation and requires analysis by the Office of the

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Website:
www.alaskanwayviaduct.org

Email:
viaduct@wsdot.wa.gov

Hotline:
1-888-AWV-LINE



M31P
Milepost Thirty-One



What additional information do you need to understand diversion issues to Alaskan Way?

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Current Activity

GC/CM Procurement

- City of Seattle is reviewing proposals
- Shortlisting & preparing to interview GC/CM candidate teams

Design Advancement

- Preparation of 60% design memos, plans, and reports for submittal

Ballot Measure

- November 6

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2012 Light Penetrating Surfaces Experiment

- Use Pier 62/63
- Installation begins October 29th
- Evaluate 3 types of LPS
 - Glass panels
 - Grating
 - Light tube



Elliott Bay Seawall Project

*Draft Environmental Impact Statement Pre-Briefing
October 24, 2012*

Seawall Project Area



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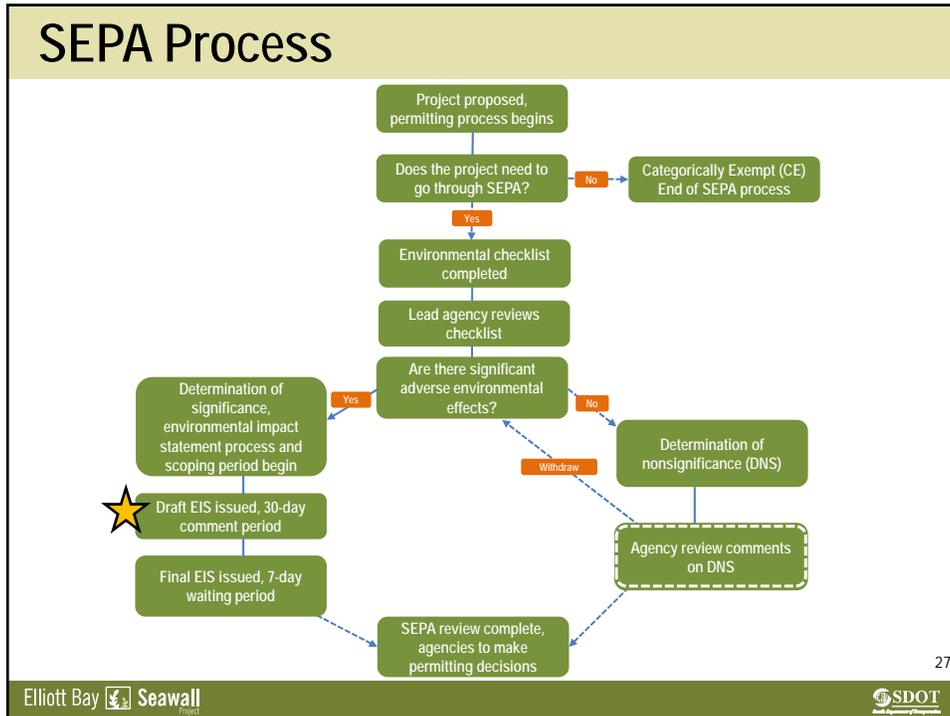


State Environmental Policy Act (SEPA)

- Enacted in 1971
- Provides framework for agencies to consider environmental consequences of a proposal before taking action
- Gives agencies the ability to condition or deny a proposal due to likely significant adverse impacts
- Considers elements of the environment including:
 - Natural environment (air, water, plants and animals, etc.)
 - Built environment (land/shoreline use, transportation, etc.)

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Environmental Impact Statement (EIS)

- Detailed statement assessing the environmental impact of and alternatives to major actions significantly affecting the environment
- EIS includes:
 - Discussions of purpose and need for the action
 - Alternatives
 - Affected environment
 - Environmental consequences of the proposed action
 - List of preparers, agencies, organizations, and persons to whom the statement is sent
 - Technical appendices

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Environmental Topics Addressed

- Air quality
- Construction
- Contaminated materials
- Cultural, historic, and archeological resources
- Cumulative impacts
- Energy/climate change
- Fish, vegetation, and wildlife, including endangered species
- Geology and soils
- Indirect impacts
- Land use, parks, and recreation
- Noise and vibration
- Project alternatives, including no action
- Project purpose and need
- Public safety
- Public services and utilities
- Socioeconomics
- Transportation
- Water quality

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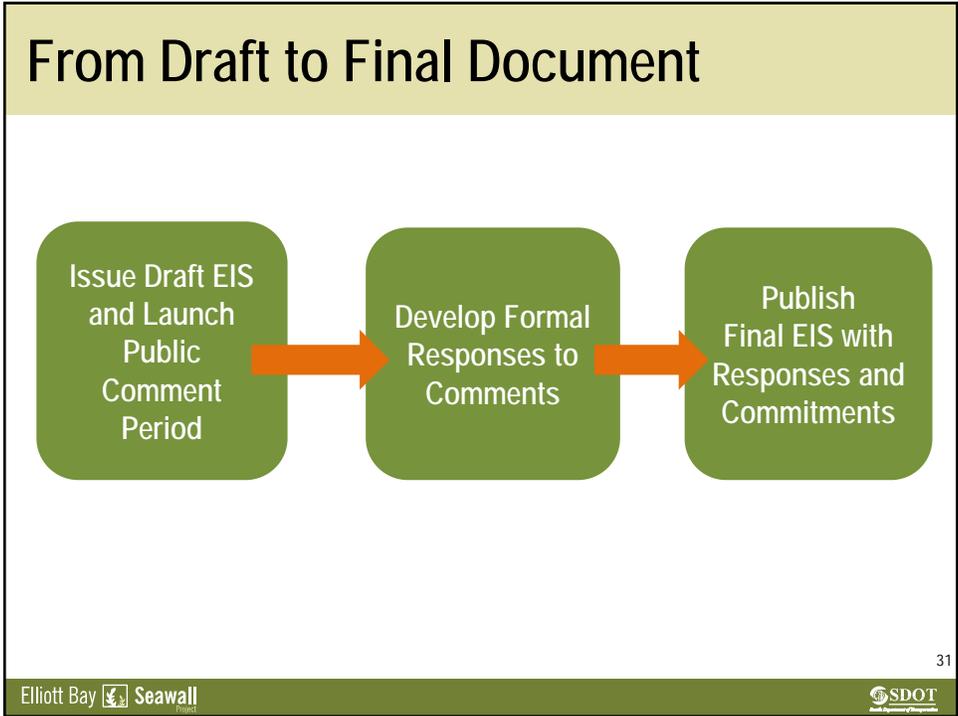
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Seawall Project EIS Process

June 2010	Summer/ Fall 2010	April 2011	Fall 2011	Fall 2011 – Fall 2012	November 2012	March 2013
Defined project's purpose and need and held public scoping period	Developed conceptual plans	Established range of alternatives for analysis (Alts A & B)	Developed hybrid Alt C and began preparing discipline reports	Summarized discipline reports into Draft EIS and coordinated with U.S. Army Corps on project approach	Publish Draft EIS	Publish Final EIS

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Agency and Public Involvement to Date

- 2 project open houses
- 55+ fairs and festivals
- 19 stakeholders group meetings
- 20+ project email updates
- 100+ briefings and interviews with stakeholders
- 5 project tours for Congressional staff and other interested groups
- 10 meetings with IAT and IDT
- Ongoing coordination with CWC
- Ongoing agency meetings
- Ongoing media coordination




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Project Alternatives

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Project Purpose

- Reduce the risks of coastal storm and seismic damages; protect public safety, critical infrastructure, and associated economic activities along Seattle's central waterfront
- Improve the degraded ecosystem functions and processes of the Elliott Bay nearshore in the vicinity of the existing seawall



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Alternatives Development: City Goals

- Address critical structural public safety needs at the shoreline
- Respect cultural, archeological, and historic resources
- Consider long-term vision for the Central Waterfront
- Provide enhanced habitat and environmental quality
- Provide enhanced public gathering and recreational opportunities
- Support economic vitality of the waterfront
- Minimize cumulative construction impacts
- Support fiscal responsibility

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No Action Alternative

- Projected over next 50 years
- Seawall is vulnerable to various types of damage
- Degrees of failure include:
 - **Minimal Damage** would not require significant repair and assumes continued operation with ongoing maintenance
 - **Loss of Functionality** would leave the seawall unsafe for public access and unable to perform a majority of its essential functions
 - **Collapse of the Seawall** would disrupt or destroy critical infrastructure and impair the economic viability of the waterfront

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Elements of an Alternative

- Wall location
- Structural solution
- Habitat enhancement measures
- Restored roadway and pedestrian/bicycle facilities
- Upland improvements and public amenities



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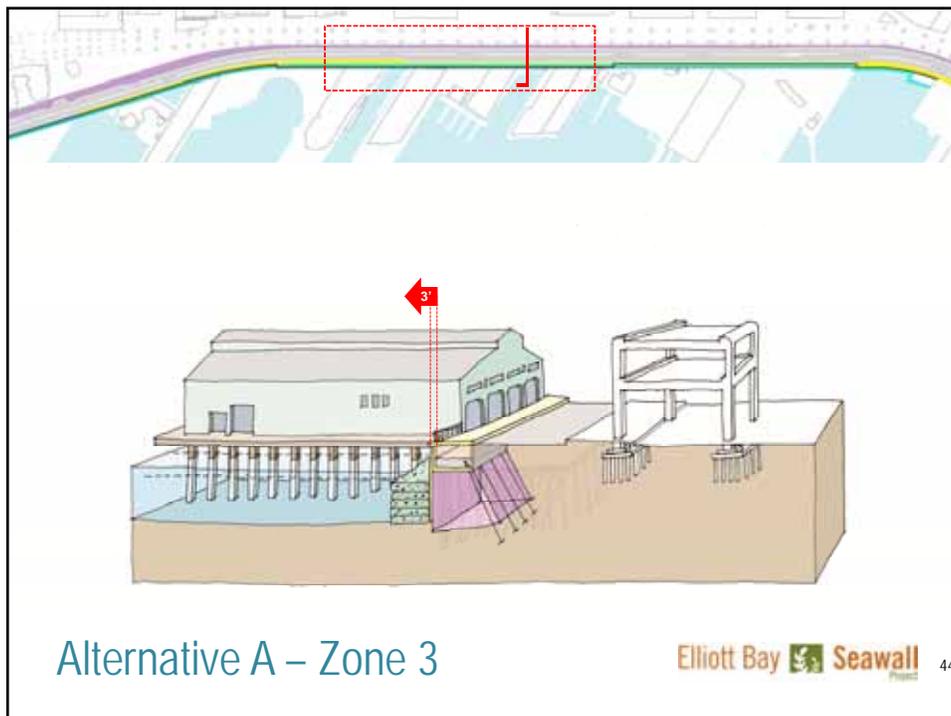
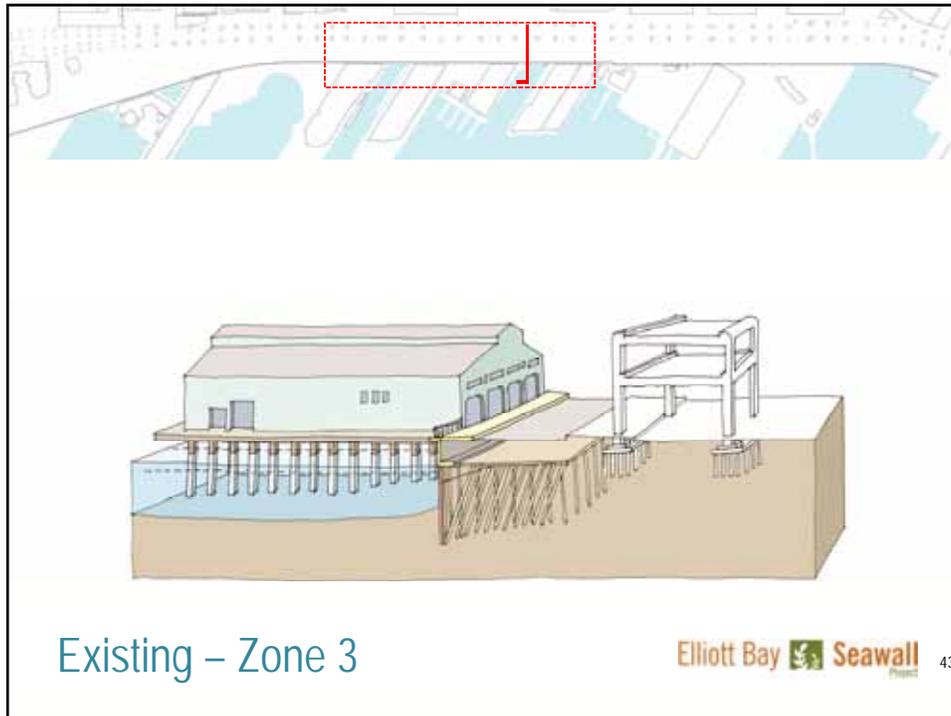
Project Area

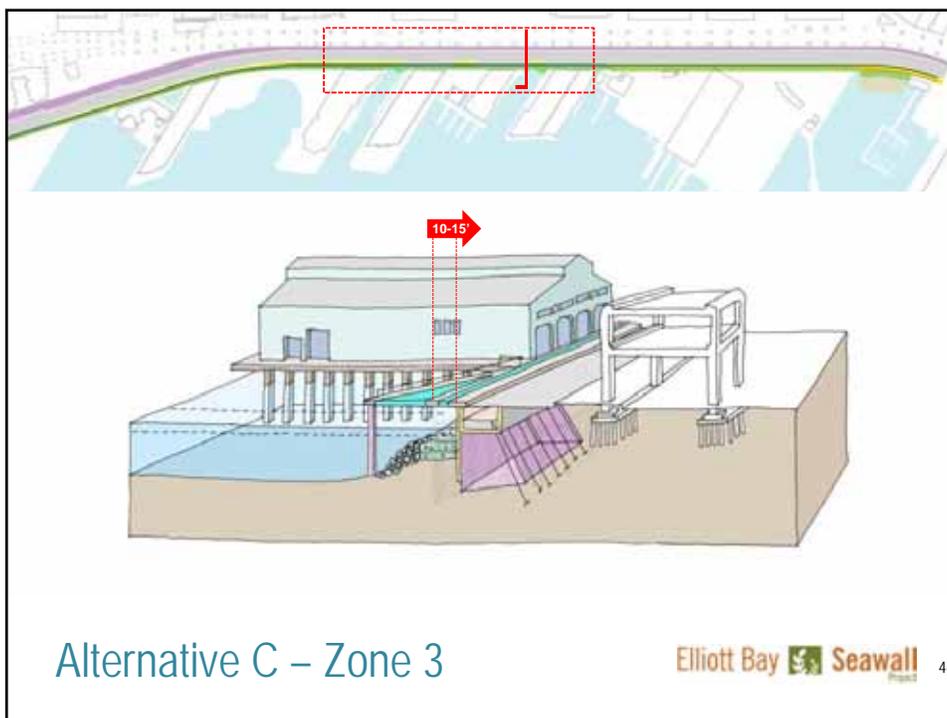
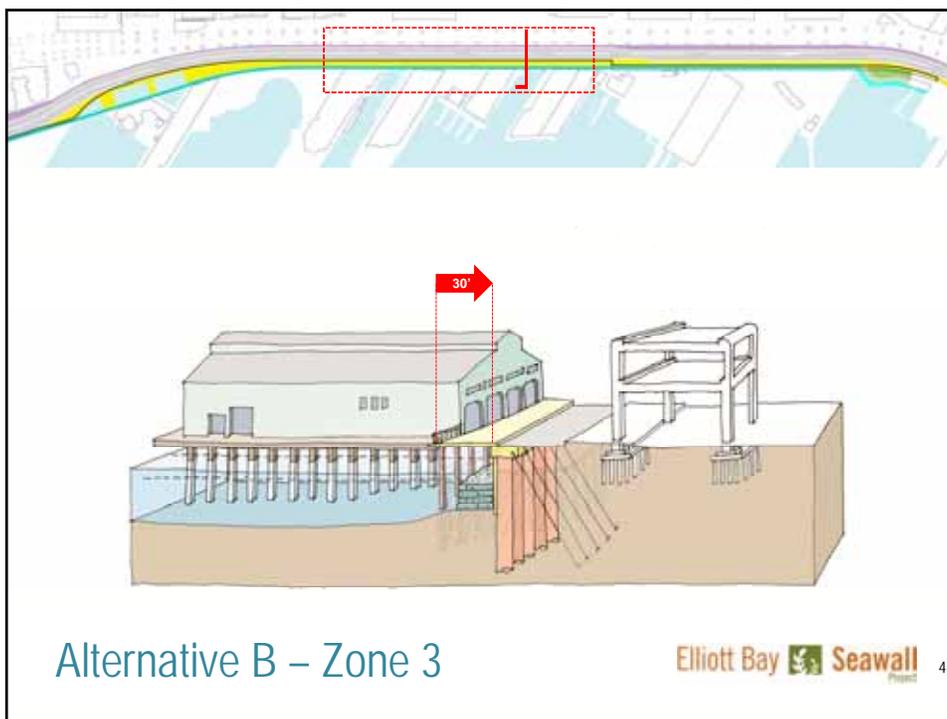
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Project Effects

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Effects of the No Action Alternative

In the event of a storm or seismic event:

- The Alaskan Way Viaduct would collapse
- Alaskan Way would be closed or access restricted (impacting all forms of transportation, as it is a major oversized load and hazardous material thoroughfare)
- Utility disruptions would impact downtown, the region, and the entire western seaboard
- Access to waterfront piers and buildings on east side of Alaskan Way could be lost or severely compromised
- Access to major facilities would be affected: Colman Dock, Fire Station 5, and Port of Seattle

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Benefits of the Build Alternatives

- Provide coastal storm and seismic protection
- Replace function of existing seawall
- Improve aquatic habitat and stormwater quality in the project area
- Provide upland improvements
- Restore transportation infrastructure



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Construction Effects

- Temporary effects during Seawall Project construction only
- Differences between alternatives attributable to wall location, construction method, and duration
- Activities include:
 - Soil improvement or braced soldier pile installation
 - Upland excavation
 - Wall face construction
 - Aquatic habitat installation
 - Outfall reconstruction
 - Demolition or relocation of structures and utilities



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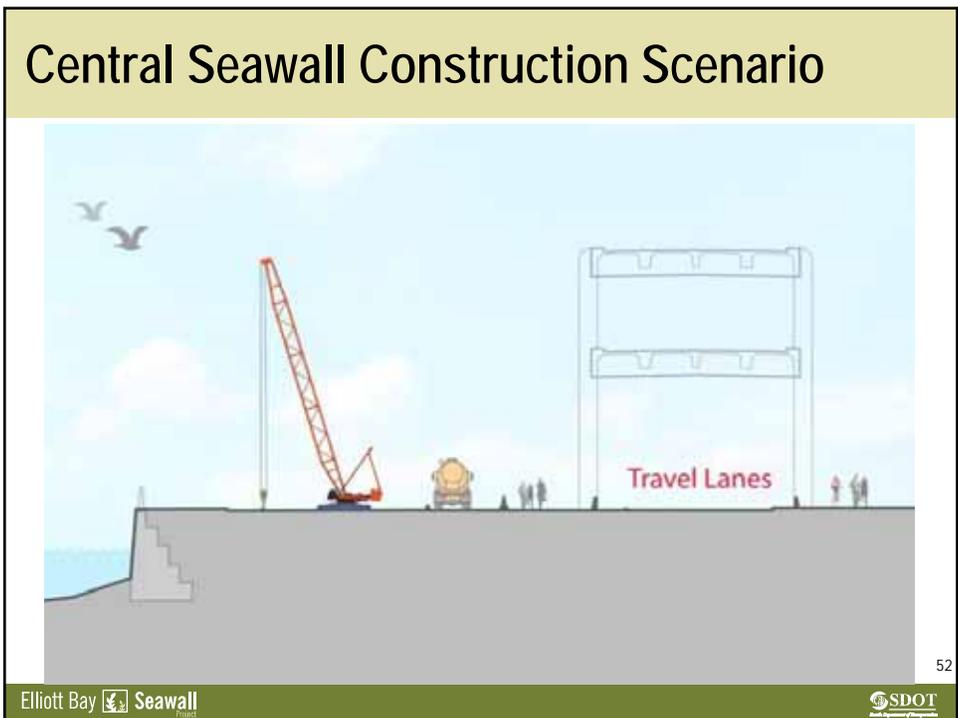
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Construction Methods and Durations

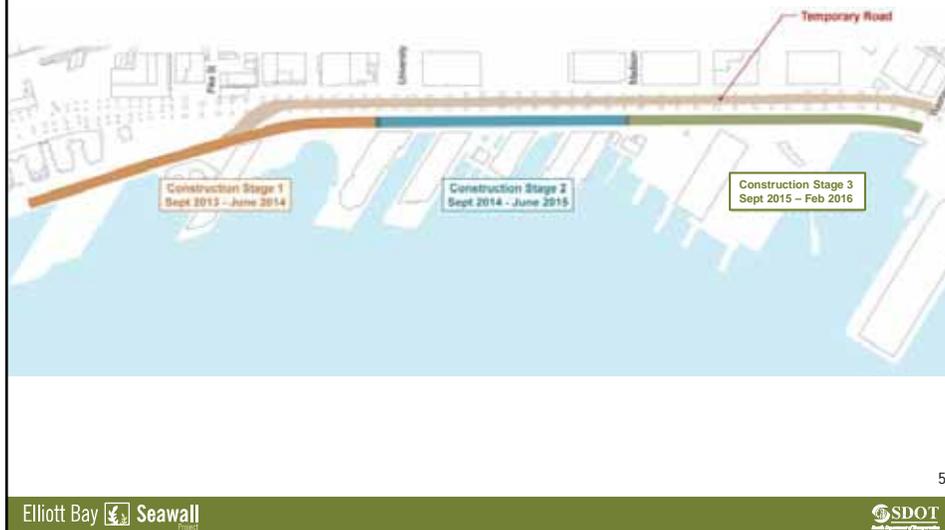
Project Feature	Alternative A	Alternative B	Alternative C
Location of Wall	3 ft waterward to 10 ft landward	0 to 75 ft landward	10 to 15 ft landward
Construction Method	Soil improvement	Braced soldier piles	Soil improvement
Central Seawall Construction Duration	3 seasons	5 seasons	3 seasons
North Seawall Construction Duration	4 seasons	4 seasons	4 seasons

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Central Seawall Construction Scenario



Construction Effects

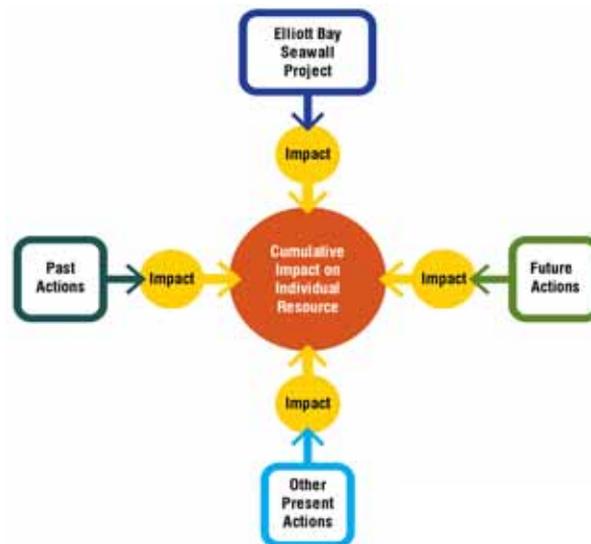
- Most effects are moderate
- Effects of Alternatives A and C are very similar
- Effects of Alternative B are greater than Alternatives A and C (although not substantial)
- Key effects to the built environment include:
 - Substantial transportation impacts due to the temporary roadway
 - Substantial economic impacts due to business access, parking loss, and construction activities
 - Moderate parks and recreation impacts due to access restrictions
 - Substantial noise and vibration impacts to fish and marine mammals
 - Moderate water quality effects due to disturbance of sediments

Operational (Post-Construction) Effects

- Primarily beneficial, generally minor or moderate
- Substantial positive benefits to fish, wildlife, and vegetation due to habitat enhancement measures
- Only adverse effect is to historic structures (the seawall)
- Differences between the alternatives include:
 - Alternatives A and C would have more positive benefits to transportation
 - Alternative B would more dramatically reshape the waterfront and displace two businesses
 - Alternatives B and C would have slightly more beneficial effects to fish, wildlife and vegetation
 - Alternatives B and C would provide a greater benefit to land use, shorelines, and parks and recreation

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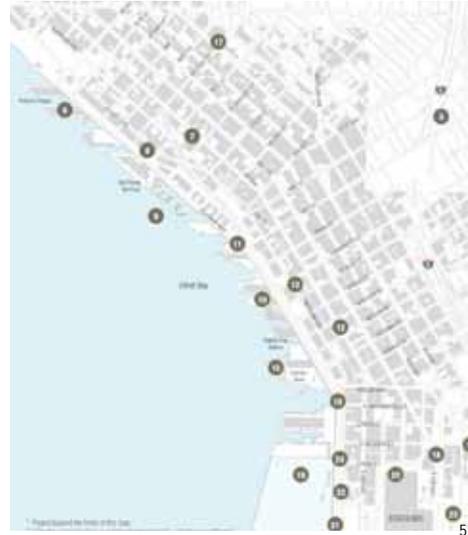
Assessing Cumulative Impacts



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Reasonably Foreseeable Future Actions

- 2030 used as future temporal boundary
- Seawall will be constructed concurrently with other capital projects, including:
 - Alaskan Way Viaduct Replacement Project
 - Waterfront Seattle improvements
 - Colman Dock rehabilitation
 - Mercer East and West
 - North Link
 - SR 520



Cumulative Effects Findings

- Temporary adverse effects due to construction of multiple concurrent projects
 - Construction of Alternative B would take up to two years longer than Alternatives A and C
 - Alternative B is more likely to have overlapping construction schedules with other projects in the area
- Operationally, combined effects of the Seawall Project and RFFAs would result in long-term improvements in environmental quality, stormwater treatment, economic resources, and traffic conditions in waterfront area
- Overall cumulative impact of completion of the Seawall Project and RFFAs would be a transformed waterfront from Washington Street to Broad Street

Avoidance, Minimization, and Mitigation

- Contract specs will require practices to minimize effects, including noise, vibration, air pollution, runoff, erosion, etc.
- Requirements of permits will include:
 - Construction Noise Management Monitoring Plan
 - Traffic Management Plan
 - Water Quality Monitoring and Protection Plan
- Summer shutdown commitment will be documented
- Final mitigation measures, including access to businesses, will be developed and may be tailored to specific construction stages



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Preferred Alternative: Alternative C

- Provides coastal storm damage protection and seismic protection with soil improvement
- Uses soil improvement to ensure least disruption during construction and reduce cost
- Protects Elliott Bay during construction by improving soil behind existing wall face before replacing wall
- Reduces impacts to local businesses, residents, and aquatic environment by constructing over the fewest number of years (similar to Alternative A)
- Moves seawall landward, providing ecosystem restoration opportunities similar to Alternative B
- Includes transportation enhancements and public amenities

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Discipline-Specific Effects

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Transportation: Construction Effects

- Traffic congestion expected to increase while temporary roadway is in place
- Emergency services may experience increases in response times (and some improvements)
- Freight movement would be accommodated but disrupted
- Parking would be removed during construction, with some restoration during summer
- Access would be challenging



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Transportation: Operational Effects

- Alternatives A and C would improve local traffic flow by adding a northbound lane between King and Madison St
- Seven parking spaces would be permanently eliminated in Alternatives A and C
- Reconstruction of Alaskan Way would result in an improved roadway and trail surface, a benefit to the pedestrian and bicycle system



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Economics

- Access to piers, reductions in parking, and construction activities would affect local businesses
- Ongoing collaboration with businesses will help to identify approaches to mitigate impacts (e.g., summer shutdown)
- Construction activities and procurement of materials would temporarily stimulate the local economy and increase employment of construction workers
- Operational effects would be minimally beneficial



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Noise and Vibration

- Noise impacts would affect a variety of residential and commercial properties over several years
- Most prevalent source of noise and vibration would be heavy equipment, such as pile drivers
- Construction noise would temporarily exceed Seattle Noise Ordinance limits during daytime and nighttime hours
- No appreciable operational effects of noise or vibration



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Cultural, Historic, and Archaeological

- Two historic structures adversely affected: the seawall and the Washington Street Boat Landing pergola
- Three historic archaeological sites located beneath piers may be adversely affected during in-water construction activities
- Fill material and soils below fill landward of existing seawall may also contain archaeological resources



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Land Use, Shorelines, Parks and Recreation

- Temporary changes in traffic and access and increased noise and dust would affect adjacent land uses
- Temporary construction easements would be required
- Waterfront trail and regular boat services would continue to operate during construction
- Project is consistent with existing land use plans and operational effects are beneficial



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Visual Resources

- Construction would alter the visual character and quality of the project area
- Construction would require temporary relocation of Alaskan Way and removal and replacement of sidewalks, railings, street trees, furnishings, and the seawall face
- Operational effects on visual resources are expected to be moderately beneficial

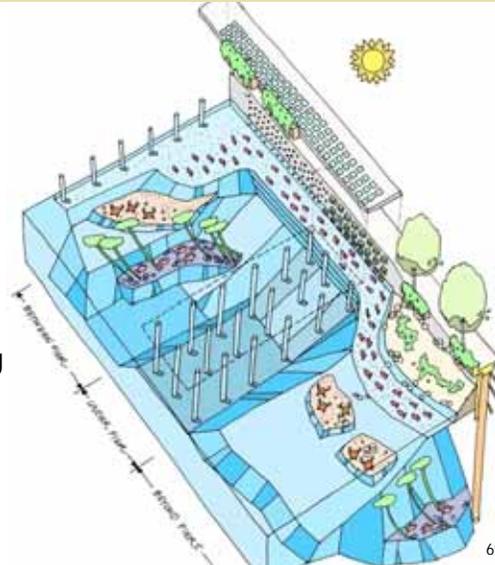


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Fish, Wildlife, and Vegetation

- Noise and vibration could have adverse effects on marine life
- Larger construction equipment could disturb upland wildlife
- Migratory birds and wintering and breeding birds are likely to be impacted due to multiple seasons of work
- Operational activities, including periodic maintenance, could have minor impacts
- Operational benefits include enhancement of primary and secondary productivity



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Water Resources

- Removal of riprap and installation of habitat may disturb nearshore sediments known to contain low to moderate levels of contaminants
- Stormwater runoff may result in elevated nearshore and offshore turbidity, especially in winter
- Minimization measures will include installation of containment wall and management of jet grouting
- Operational benefits include stormwater treatment for improved water quality

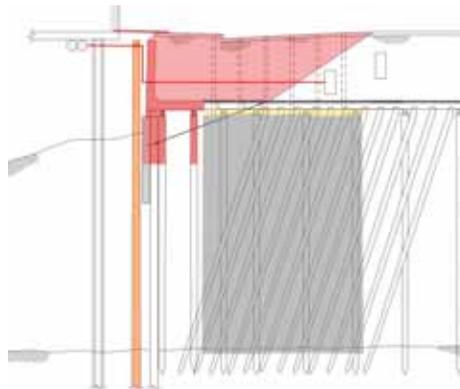


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Contaminated Materials

- Construction activities would affect contaminated soils, groundwater, sediments, and building materials
- Placement of clean fill and clean aquatic habitat materials above existing seafloor sediments would provide new surfaces
- Upland excavation would remove moderately contaminated materials from the environment and provide an overall benefit
- Minor operational benefits



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DEIS Next Steps

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DEIS Document Roadmap

I. Executive Summary

II. Main Text

- I. Project Purpose and Need
- II. Project History and Alternatives
- III. Affected Environment
- IV. Construction Effects and Mitigation
- V. Operational Effects and Mitigation
- VI. Cumulative Effects
- VII. Regulatory Coordination and Compliance
- VIII. References

III. Discipline Reports

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DEIS Release: November 13, 2012

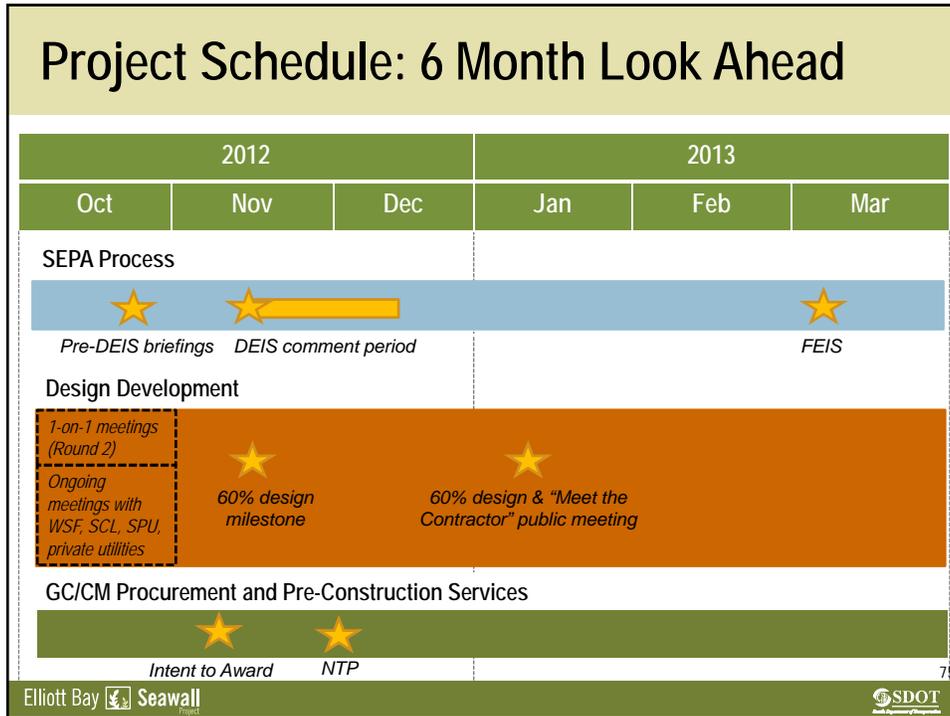
Comment Letters: Elliott Bay Seawall DEIS Comments
 c/o Mr. Mark Mazzola, Environmental Manager
 Seattle Department of Transportation
 P.O. Box 34996
 Seattle, WA 98124-4996
 Fax: 206-684-3238

Email: seawallDEIS@seattle.gov

Website: <http://www.seattle.gov/transportation/seawall.htm>

**Open House
 & Court Reporter:** December 5, 2012
 4:00 – 7:00 p.m.
 Bell Street Conference Center
 Maritime Event Center
 2211 Alaskan Way, Pier 66

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What will you be looking for in the DEIS?

Stakeholder Once Around

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*What additional feedback do
you have for the project
teams?*

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Public Comment

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Next Meeting:

November 15, 2012

City Hall, Bertha Knight Landes Room

5:15 – 7:15 p.m.

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Next Steps and Action Items

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Actions and Contact Information

Elliott Bay  Seawall
Project

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