



March 11, 2021

**TO:** Recipients of the 2017 Spot Sewer Rehabilitation Contract 1, sites 2 and 13; Contract 3, sites 6 and 8; and 5th Ave S Sewer Replacement Projects SEPA DNS/Checklist

**FROM:** Kevin Buckley, SEPA Responsible Official

**SUBJECT:** Addendum to the 2017 Spot Sewer Rehabilitation Contract 1, sites 2 and 13; Contract 3, sites 6 and 8; and 5th Ave S Sewer Replacement Projects SEPA Environmental Checklist and Determination of Non-Significance

### **PURPOSE OF THIS ADDENDUM**

In August of 2019, Seattle Public Utilities (SPU) prepared a State Environmental Policy Act (SEPA) Environmental Checklist that analyzed environmental impacts of the proposed 2017 Spot Sewer Rehabilitation Contract 1, sites 2 and 13; Contract 3, sites 6 and 8; and 5th Ave S Sewer Replacement Projects. SPU's Spot Sewer Rehabilitation Program (now known as Spot Sewer Repair Task Order Program [SSTOP]) is used to resolve relatively small wastewater and drainage problems throughout the City of Seattle. Problems range from nuisance problems to property damage. Generally, the Program repairs broken sewer pipes (and sometimes storm drains) typically located in City-owned street rights-of-way or City easements on private property. Spot repair work typically includes (but is not limited to) excavation, replacement of broken pipe segments and pipe fittings, bedding, disposal of excavated material, dewatering, backfilling, closed-circuit television inspection after repair is done, bypass pumping of drainage and wastewater, and restoration of disturbed ground and damaged and demolished paved surfaces.

To obtain efficiencies in the contracting and construction of these repairs, SPU uses a unit-price-based construction contract. The construction bid document defines multiple types of work and estimated quantities of each to be undertaken during the contract. Contractors then bid on the unit rates associated with each type of work, as opposed to a rigidly defined scope of work, and the successful bidder conducts the repairs as specified in 'task orders' describing the scope of each repair. These task orders are issued following contract award. SPU is currently preparing the 2021 Spot Sewer Repair Unit Price Contract<sup>1</sup> that bundles rehabilitation projects in street rights-of-way, parcels owned by SPU and others, and easements across the City. Individual spot repairs are identified initially as work orders, which are then translated into task orders to be included in the Contract. Task orders are routinely added or dropped from a Unit Price Contract for a variety of reasons, including the urgency/priority of a repair, changes in estimated versus actual costs, or other factors.

The SEPA Checklist evaluated specific repairs at five separate work sites (Contract 1 Sites 2 and 13; Contract 3 Sites 6 and 8; and the 5th Ave S Sewer Replacement Project) involving pipes larger than 12 inches in diameter. As lead agency for SEPA, SPU issued a Determination of Non-Significance (DNS) for the project on August 12, 2019. On June 29, 2020, SPU issued a SEPA Addendum that updated information in the

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<sup>1</sup> This contract was formerly called 'Task Order Contract 3' for the 2017 Spot Sewer Rehabilitation Contracts 1 and 3 packages (SPU projects C317018 and C317035). SPU recently consolidated multiple C-numbers previously assigned to the Spot Sewer Rehabilitation Program (now referred to as SSTOP) and their work packages into a single C-number (C317016) to be used for all future cost charges. The official naming format for forthcoming SSTOP construction contracts is '2021 Spot Sewer Repair Unit Price Contract.'

Environmental Checklist to include a failing section of an 18-inch diameter combined sewer main in the street right-of-way of California Ave SW near address 7025 in the West Seattle neighborhood of the City of Seattle.

SPU has identified one additional repair near 3027 61st Ave SW that would be added as an additional work order to a SSTOP contract. SPU has prepared this SEPA Addendum to document the potential additional work and to assess how it affects analyses in the SEPA Environmental Checklist. As lead agency, SPU has reviewed the findings and concluded the potential additional work does not substantially alter the impact analyses in the SEPA Environmental Checklist and will not result in any significant environmental impacts. This Addendum has been prepared in accordance with the authority provided in Seattle Municipal Code (SMC) 25.05.600 and in accordance with the procedures described in SMC 25.05.625.

**UPDATED PROJECT INFORMATION**

SPU has identified two failing wyes in a 24-inch diameter combined sewer mainline in the street right-of-way of 61st Ave SW near address 3027 in the Alki neighborhood of the City of Seattle (Figure 1). SPU is proposing to repair these two failing sections of the vitrified clay pipe buried approximately 19 feet deep. Work would also include reinstatement of all associated lateral connections. Using conventional open-cut excavation methods, the work would excavate up to a total of 40 cubic yards of earth at two separate locations along the pipe, demolish and replace up to 15 square yards of asphalt pavement, and grind and resurface up to 120 square yards of asphalt pavement. Project construction would require up to 20 working days and occur between June 2021 and October 2022. All other work would be as described in 2017 Spot Sewer Rehabilitation Contract 1, sites 2 and 13; Contract 3, sites 6 and 8; and 5th Ave S Sewer Replacement Projects SEPA Environmental Checklist as Addended. No additional technical reports have been prepared that directly relate to this proposal.

**CHANGES TO ENVIRONMENTAL ELEMENTS**

**Environmental Checklist Section B2: Air**

The SEPA Environmental Checklist originally estimated the project’s total greenhouse gas (GHG) emissions to be 35.15 metric tons of carbon dioxide emission (MTCO<sub>2</sub>e) for the spot repair work sites and 499.2 metric tons for the 5th Ave S work site. GHG emissions calculations were included in the Checklist’s Attachment D and updated in the June 29, 2020, Addendum and are summarized here in Table 1.

Table 1. 2019 Environmental Checklist Summary of GHG Emissions, as Addended

<b>Activity/Emission Type</b>	<b>GHG Emissions (pounds of CO<sub>2</sub>e)<sup>1</sup></b>	<b>GHS Emissions (metric tons of CO<sub>2</sub>e)<sup>1</sup></b>
Buildings	0	0
Paving	1,080,450	490
Construction Activities (Diesel)	260,986.3	118.3
Construction Activities (Gasoline)	32,902	14.9
Long-term Maintenance (Diesel)	0	0
Long-term Maintenance (Gasoline)	0	0
<b>Total GHG Emissions</b>	<b>1,374,338.3</b>	<b>623.2</b>

<sup>1</sup> Note: 1 metric ton = 2,204.6 pounds of CO<sub>2</sub>e. 1,000 pounds = 0.45 metric tons of CO<sub>2</sub>e

SPU estimates this project change would result primarily in paving and additional working days and vehicle round trips that would require approximately 520 and 245 gallons of diesel and gasoline fuels, respectively, resulting in generation of an additional 47 MTCO<sub>2</sub>e of GHG emissions. The project’s revised total GHG emissions are estimated to be 670.2 MTCO<sub>2</sub>e, as summarized in Table 2.

Table 2. Revised Summary of GHG Emissions

<b>Activity/Emission Type</b>	<b>GHG Emissions (pounds of CO<sub>2</sub>e)<sup>1</sup></b>	<b>GHS Emissions (metric tons of CO<sub>2</sub>e)<sup>1</sup></b>
Buildings	0	0
Paving	1,164,240	528
Construction Activities (Diesel)	274,792.3	124.6
Construction Activities (Gasoline)	38,855.5	17.6
Long-term Maintenance (Diesel)	0	0
Long-term Maintenance (Gasoline)	0	0
<b>Total GHG Emissions</b>	<b>1,477,887.8</b>	<b>670.2</b>

**Environmental Checklist Section B3: Water**

Groundwater has been observed at around 9.5 feet below ground surface by geotechnical investigation for unrelated nearby projects. As a result, groundwater withdrawals are anticipated. Short-term dewatering during construction would be required to maintain groundwater 2 feet below the excavation depth. Dewatering would use standard collection and pumping methods and/or a series of well points. Quantities of water collected by dewatering are unknown and may require a King County wastewater discharge permit if that collected water is discharged into King County’s wastewater management system.

**Environmental Checklist Section B14: Transportation**

The SEPA Environmental Checklist estimated that construction of the proposed work would generate an estimated 55 vehicular round trips for each of the four spot repair sites and 847 round trips at the 5th Ave S site. Construction of the California Ave SW repair added an estimated additional 120 vehicle round trip due to workers and materials being transported to and from the site. Construction of the 61st Ave SW repairs would add an estimated additional estimated 215 vehicle round trips due to workers and materials being transported to and from the site.

Access is anticipated from SW Stevens St or SW Admiral Wy. Seattle Department of Transportation (SDOT) classifies 61st Ave SW as a Neighborhood Yield Street, which are designed as low speed, low volume streets providing access to residences and community amenities such as parks, schools, and gathering spaces. Because the proposed work involves demolishing pavement in the street right-of-way, construction would require temporary closures of lanes for parking and travel. Parking associated with street right-of-way is currently on-street, free parking managed by the City of Seattle. During construction, there may be no or restricted parking on one or both sides of 61st Ave SW. Project construction would temporarily eliminate up to approximately 20 on-street public parking spaces adjacent to the construction zone to accommodate contractor vehicles, mobilization, construction, and local and through access. Generally, however, there is ample on-street parking available elsewhere at the project site and most nearby residences have their own off-street parking. The specific timing and duration of parking and lane closures are not known at this time, but such closures would comply with policies administered by SDOT as part of its street use permitting process. The completed project would neither create nor eliminate any parking spaces.

This project location on 61st Ave SW is not served by public transit. The closest public transit stops are on SW Admiral Way (Metro routes 50 and 56) more than 300 feet to the south. Construction would not impact public transit stops or routes. SPU or its contractor would conduct public outreach before and during project construction to notify residents, local agencies, Metro, and other stakeholders of the work and expected disruptions or changes in traffic flow.

If you have questions about the proposed work, please call or email:

Andrew Silvia, Project Manager  
Seattle Public Utilities  
Project Delivery and Engineering Branch  
206-733-9934  
[Andrew.Silvia@seattle.gov](mailto:Andrew.Silvia@seattle.gov)

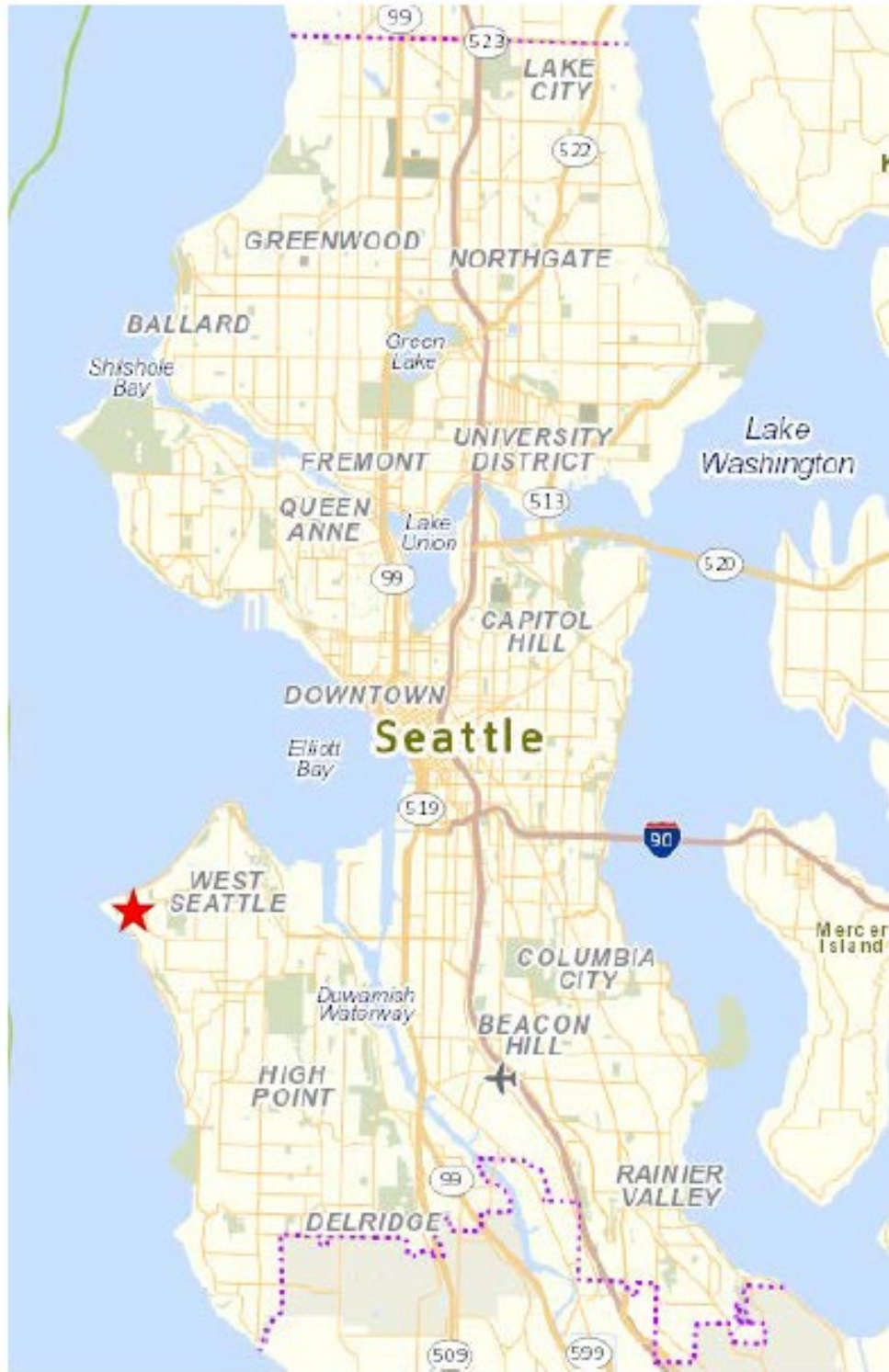
Comments must be submitted via email no later than March 26, 2021 to:

Kevin Buckley, SEPA Responsible Official  
Seattle Public Utilities  
[Kevin.Buckley@seattle.gov](mailto:Kevin.Buckley@seattle.gov)

Signature: \_\_\_\_\_

Issue Date: March 11, 2021

Attachment A – Vicinity Map



**Vicinity Map**  
3027 61st Ave SW

 Task Order Location