



July 1, 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 Contract¹ 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

¹ This contract was formerly called 'Task Order Contract 3' for the 2017 Spot Sewer Rehabilitation Contracts 1, 2 and 3 packages (SPU projects C317016, C317018, and C317035). SPU consolidated the three C-numbers previously assigned to the Spot Sewer Rehabilitation Program (now referred to as SSTOP) and their workpackages into a single C-number (C317016) to be used for all cost charges moving forward. The current, official name of the forthcoming third and final SSTOP construction contract is '2021 Spot Sewer Repair Unit Price Contract.'

August 12, 2019. On June 29, 2020, SPU issued a SEPA Addendum that updated information in the 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. On March 11, 2021, SPU issued a second Addendum to this DNS that updated information in the Environmental Checklist to include one additional sewer repair near 3027 61st Ave SW that would be added as an additional work order to a SSTOP contract.

Since issuance of the DNS and its subsequent 2 addenda, SPU has identified one additional repair in the 1100 and 1200 blocks of SW Harbor Ave that would be added as an additional work order to a SSTOP contract. SPU has prepared this current SEPA DNS 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 authority provided in Seattle Municipal Code (SMC) 25.05.600 and in accordance with procedures described in SMC 25.05.625.

UPDATED PROJECT INFORMATION

SPU has identified a section of a failing 18-inch diameter, 9 to 13 feet deep, vitrified clay sewer main in the 1100 and 1200 blocks of Harbor Ave SW in the Alki neighborhood of the City of Seattle (Attachment A). The work would repair a wye 104.6 feet downstream of maintenance hole (MH) 047N-036, repair a wye 11.5 feet upstream of MH 047N-039, and replace approximately 55 feet of the main 45 to 101 feet upstream of MH 047N-039. Work would also include flow bypass and reinstatement of all associated lateral connections. Demolished and damaged pavement, curbs, and curb ramps would be replaced as required by the Seattle Department of Transportation (SDOT) as part of their street use permitting process.

Using conventional open-cut excavation methods, work would excavate up to a total of 178 cubic yards of earth at 3 separate locations along the main and demolish and replace up to 60 square yards of pavement. Project construction would require up to 30 working days and occur between September 2021 and December 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 (MTCO₂e) 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 as summarized here in Table 1.

Table 1. 2019 Environmental Checklist Summary of GHG Emissions, as Addended June 29, 2020.

Activity/Emission Type	GHG Emissions (pounds of CO ₂ e) ¹	GHS Emissions (metric tons of CO ₂ e) ¹
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
Total GHG Emissions	1,374,338.3	623.2

¹ Note: 1 metric ton = 2,204.6 pounds of CO₂e. 1,000 pounds = 0.45 metric tons of CO₂e

In the March 11, 2021, Addendum, SPU estimated the 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 MTCO₂e of GHG emissions. The project’s revised total GHG emissions were then estimated to be 670.2 MTCO₂e, as summarized in Table 2.

Table 2. 2019 Environmental Checklist Summary of GHG Emissions, as Addended June 29, 2020.

Activity/Emission Type	GHG Emissions (pounds of CO₂e)¹	GHS Emissions (metric tons of CO₂e)¹
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
Total GHG Emissions	1,477,887.8	670.2

¹ Note: 1 metric ton = 2,204.6 pounds of CO₂e. 1,000 pounds = 0.45 metric tons of CO₂e

SPU estimates this currently proposed project change would result primarily in paving (81 additional MTCO₂e) and additional working days and vehicle round trips requiring approximately 1,174 and 360 gallons of diesel and gasoline fuels, respectively, resulting in generation of an additional 99.1 MTCO₂e of GHG emissions. The completed project is not expected to generate GHG over its 100-year lifespan. The project’s revised total GHG emissions are estimated to be 769.3 MTCO₂e, as summarized in Table 3.

Table 3. 2019 Environmental Checklist Summary of GHG Emissions, as Addended June 24, 2021.

Activity/Emission Type	GHG Emissions (pounds of CO₂e)¹	GHS Emissions (metric tons of CO₂e)¹
Buildings	0	0
Paving	1,342,845	609
Construction Activities (Diesel)	305,962	138.7
Construction Activities (Gasoline)	47,603.5	21.6
Long-term Maintenance (Diesel)	0	0
Long-term Maintenance (Gasoline)	0	0
Total GHG Emissions	1,696,410.5	769.3

¹ Note: 1 metric ton = 2,204.6 pounds of CO₂e. 1,000 pounds = 0.45 metric tons of CO₂e

Environmental Checklist Section B14: Transportation

The SEPA Environmental Checklist estimated 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 added an estimated additional estimated 215 vehicle round trips due to workers and materials being transported to and from the site. Construction of the SW Harbor Ave repairs would add an additional 350 vehicle roundtrips due to workers and materials being transported to and from the site.

Access is anticipated from SW Harbor Ave. SDOT classifies SW Harbor Ave as a Neighborhood Corridor Minor Arterial—streets designed to support single family and low-rise residential land uses and play an essential role in moving people and goods between Urban Villages, Centers, and the regional transportation network. 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 SDOT. During construction, there may be no or restricted parking on one or both sides of SW Harbor Ave. Project construction would temporarily eliminate up to approximately 30 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 many nearby residences have their own off-street parking. 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 is served by public transit (Metro routes 773 and 775). The closest public transit stops are on SW Harbor Ave in the 1100 block. Construction may require temporarily relocating one public transit stop but would otherwise 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:

Shailee Sztern, Project Manager
Seattle Public Utilities
Project Delivery and Engineering Branch
206-572-9824
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Comments must be submitted via email no later than July 16, 2021 to:

Kevin Buckley, SEPA Responsible Official
Seattle Public Utilities
kevin.buckley@seattle.gov

Signature: _____

Issue Date: July 1, 2021

Attachment A – Vicinity Map

