



06.09

U.S. Department of Transportation
Federal Highway Administration

WSDOT

King County

Port
of Seattle

City of Seattle



We examined solutions that would help keep people and goods moving throughout the region.

Learning and Listening

How the bored tunnel recommendation was developed

On Jan. 13, 2009, Governor Gregoire, then-King County Executive Sims and Seattle Mayor Nickels announced their recommendation to replace the central waterfront portion of the Alaskan Way Viaduct and Seawall. The recommendation includes a bored tunnel beneath downtown, a new waterfront surface street and public open spaces, transit investments and other city street improvements. The State's portion of the recommendation, which includes building the bored tunnel and removing the viaduct, is currently undergoing environmental review by the Federal Highway Administration, WSDOT and the City of Seattle.

Starting in late 2007, the three executives established an independent project team to identify and assess a wide range of options for replacing the aging viaduct. Any solution for the central waterfront was to be grounded in the state, county and city's recognition of, commitment to, and integration across a set of six guiding principles:

- Improve public safety.
- Provide efficient movement of people and goods now and in the future.
- Maintain or improve downtown Seattle, regional, the port and state economies.
- Enhance Seattle's waterfront, downtown and adjacent neighborhoods as a place for people.
- Create solutions that are fiscally responsible.
- Improve the health of the environment.

Additionally, the state, county and city departments of transportation formed a Stakeholder Advisory Committee to gather comments on potential central waterfront solutions. The committee was made

up of 29 representatives from various constituencies and community groups, including business, neighborhood, freight, commuters, environmental and other interests. The committee met 16 times during a 13-month period.

During 2008, public meetings were held quarterly, more than 50 community briefings were made, and more than one thousand public comments were received. These meetings and briefings provided an opportunity for the agencies to gather public feedback on the information as it was being developed.



The viaduct is vulnerable to earthquakes and continues to show signs of age and deterioration. It must be replaced.

Other central waterfront fact sheets include:

- All tunnels are not the same: SR 99 deep bored tunnel vs. the waterfront tunnel
- Comparison of the Big Dig and the Alaskan Way Viaduct and Seawall Replacement Program
- Learning from local and international tunnel projects
- Public safety a top priority in bored tunnel



For More Information:

Visit the Web site at:

www.alaskanwayviaduct.org

Call the hotline:

1-888-AWV-LINE

Send an e-mail to:

viaduct@wsdot.wa.gov

Send a letter to:

Alaskan Way Viaduct and Seawall
Replacement Program
c/o Washington State
Department of Transportation
999 Third Avenue, Suite 2424
Seattle, WA 98104

Printed 10/09

What options were considered?

Initially, eight scenarios were developed as possible solutions. The state, county and city transportation agencies approached the problem by looking at the entire system of streets, transit service, and freeways from Lake Washington to Elliott Bay, and from NE 85th Street in the north to Seattle's city limits in the south. Each scenario covered a range of replacement options, from a surface street along the central waterfront with significant investments in transit and surface streets, to various bypass roads with a waterfront surface street and fewer transit and surface street improvements. The original eight scenarios were:

- A. Surface boulevard – demand management and low capital
- B. Surface boulevard and transit
- C. Alaskan Way and Western Avenue couplet
- D. Independent elevated
- E. Integrated elevated
- F. Bored tunnel
- G. Cut-and-cover tunnel
- H. Lidded trench

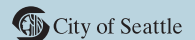
In December 2008, WSDOT, King County, and the City of Seattle released the I-5, surface and transit hybrid alternative and elevated bypass hybrid alternative for

comment by the Stakeholder Advisory Committee, elected officials, interest groups, and the public. These hybrids were selected because they were the lower cost options and provided mobility for people and goods, although in different ways.

Based on support from the Stakeholder Advisory Committee and public for the bored tunnel to move forward for further consideration, the governor, county executive and mayor asked their departments of transportation to complete further analysis of it. Based on that analysis, the three executives recommended the bored tunnel. With the executives' recommendation, the state and city departments of transportation are moving forward with environmental review for the central waterfront replacement.



WSDOT, King County and the City of Seattle took a fresh look at the central waterfront and how to replace the viaduct between the Battery Street Tunnel and S. King Street.



Americans with Disabilities Act & Title VI information

Americans with Disabilities Act (ADA) Information: Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by contacting Heather Santic at 206-267-3789 / SanticH@wsdot.wa.gov. Persons who are deaf or hard of hearing may make a request for alternative formats through the Washington Relay Service at 7-1-1.

Title VI: WSDOT ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding WSDOT's Title VI Program, you may contact the Department's Title VI Coordinator at 360-705-7098.