

Three-month Progress Report

Reporting for March through May 2010

Edition No. 1

Key accomplishments

WSDOT awards contract to replace southern mile of the Alaskan Way Viaduct

In May the agency awarded Skanska USA Civil the construction contract for stage 2 of the SR 99 S. Holgate Street to S. King Street Viaduct Replacement Project. Skanska's bid of \$114.6 million was 25 percent below WSDOT's estimate.

Mercer East bids come in below estimate

In May the lowest bid for the east phase of the City of Seattle's Mercer Corridor Program came in at \$50.5 million, \$15.5 million below SDOT's estimate. This project will widen one-way Mercer Street into a two-way boulevard through South Lake Union between I-5 and Dexter Avenue.

State reaches agreement with Port

Governor Chris Gregoire, Port of Seattle Commissioner Bill Bryant and Port of Seattle CEO Tay Yoshitani signed a memorandum of agreement in April that outlined the Port's \$300 million funding commitment to the Alaskan Way Viaduct and Seawall Replacement Program.

SR 519 project nears completion

In April two new bridges opened near Seattle's sports stadiums. The S. Royal Brougham Way bridge and I-5/I-90 westbound off-ramp to S. Atlantic Street/Edgar Martinez Drive S. are the major components of the SR 519 Intermodal Access Project. This project,

which will be substantially complete in June, is part of an overall plan to keep people and goods moving during construction to replace the viaduct.



Program description

The Alaskan Way Viaduct, part of State Route 99, was built in the 1950s. Decades of daily wear-and-tear, as well as some sizable earthquakes, have taken their toll on the structure. The adjacent seawall has also deteriorated due to age and the corrosive marine environment, and it was not designed for earthquakes.

The Alaskan Way Viaduct and Seawall Replacement Program is led by WSDOT in partnership with the Federal Highway Administration, City of Seattle, King County and the Port of Seattle.

Program budget and expenditures summary (\$ in millions)

The following State, City of Seattle, King County and Port of Seattle projects are part of the Alaskan Way Viaduct and Seawall Replacement Program.

Highlighted projects are described in more detail later in this report (\$ in millions).

State Projects	Project Status	2010 Cost Estimate	Expenditures Through March 31, 2010
S. Holgate Street to S. King Street Viaduct Replacement (South End)	Construction	\$483	\$124.3
S. King Street Vicinity to Roy Street Viaduct Replacement (Central)	Design	\$1,960	\$134.0
Central Waterfront Viaduct Removal and New Alaskan Way	Planning	\$290	\$0
Central Waterfront Construction Mitigation	Planning	\$30	\$0
Other Moving Forward Projects: <ul style="list-style-type: none"> • Column safety repairs • Electrical line relocation • Battery Street Tunnel maintenance • Construction mitigation for the south end viaduct replacement 	Complete Complete Ongoing Construction	\$181	\$80.7
Prior Environmental Impact Statements, Right of Way and Design Costs		\$164	\$163.7
Total Use of Funds		\$3,108	\$502.7
State Funding			
2005 Gas Tax (Partnership Funding)		\$1,559.4	
2003 Gas Tax (Nickel Funding)		\$253.1	
Other State Funds		\$247.4	
Federal Funds		\$334.3	
Local Funding		\$6.5	
Toll Funding		\$400.0	
Port of Seattle Funding		\$300.0*	
Total Source of Funds		\$3,100.7	

* \$25 million will be counted toward the Port's contribution for projects including East Marginal Way Grade Separation, SR 519, S. Spokane Street Viaduct, Duwamish ITS and potential future projects.

Highlighted projects are described in more detail later in this report (\$ in millions).

City of Seattle Projects	Project Status	Project Budget	Budget - Viaduct Program Portion	Expenditures Through March 31, 2010
Elliott Bay Seawall Project	Design	\$274	\$274	\$1*
Mercer Corridor Program – Mercer East – Mercer West and Parking Program	Construction Design	\$190 \$116	\$50 \$116	\$81 \$3
S. Spokane Street Viaduct Widening Project	Construction	\$168**	\$30	\$45
Central Waterfront Public Spaces	Planning	\$123	\$123	\$0.1
Public Utility Relocation	Design	\$248	\$248	\$5*
First Avenue Streetcar	Evaluated as part of Transit Master Plan	-	-	-
Total		\$1,119	\$841***	\$135

* Excludes expenditures prior to 2009.

** WSDOT contributed \$50 million to the Spokane Street Viaduct project as part of construction mitigation for the south end viaduct replacement.

*** The difference between this amount and the 2009 estimate (\$927 million) is due to an updated seawall project cost estimate and the First Avenue Streetcar now being evaluated as part of the City's Transit Master Plan.

Highlighted projects are described in more detail later in this report (\$ in millions).

King County Projects	Project Status	Project Budget	Expenditures Through March 31, 2010
Construction Transit Service and Demand Management (S. Holgate Street to S. King Street Viaduct Replacement)	Ongoing through 2014	\$32*	\$1.4
Transit Investments (bored tunnel recommendation): • City streets and transit pathways • Transit infrastructure and services • Transit operations annual cost	Not yet funded	\$190**	\$0

* Funding for this project is provided by WSDOT as part of construction mitigation for the south end viaduct replacement.

** Amount does not include estimated \$15 million in annual operating costs for enhanced transit services.

Highlighted projects are described in more detail later in this report (\$ in millions).

Port of Seattle Project	Project Status	Project Budget	Expenditures Through March 31, 2010
East Marginal Way Grade Separation	Construction	\$50.4	\$26.6

S. Holgate Street to S. King Street Viaduct Replacement (South End)

Description

The southern mile of the Alaskan Way Viaduct, between S. Holgate and S. King streets, will be replaced with a new side-by-side roadway that meets current earthquake standards, has wider lanes and improves mobility for people and goods in the south of downtown Seattle area.

Accomplishments – March to May 2010

- Construction to relocate utilities (stage 1) was completed in April.
- WSDOT received SDOT plan approval for road and bridge construction (stage 2) in April.
- Bids for the stage 2 contract were opened in April. Skanska USA Civil was awarded the contract in May. Their bid of \$114.6 million is 25 percent below WSDOT's estimate.

Looking ahead

- Road and bridge construction crews will begin to assemble equipment near the work zone in June. Storage areas have been designated on State property near the viaduct.
- Road and bridge construction (stage 2) is scheduled to begin in July.
- Demolition of the warehouse at Pier 48 is scheduled to begin in June. The area adjacent to the pier will be used for contractor staging and parking during viaduct replacement construction.

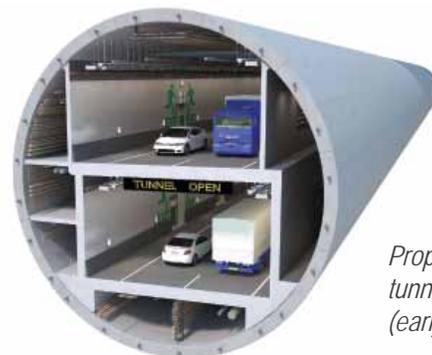
Project cost summary (\$ in millions)

Project Phase	2010 Cost Estimate	Expenditures Through March 31, 2010
Preliminary and final design	\$90	\$72.5
Right of way	\$63	\$38.7
Construction	\$330	\$13.0
Project total	\$483	\$124.2

S. King Street Vicinity to Roy Street Viaduct Replacement (Central)

Description

For this project there is an ongoing environmental process that is reviewing three alternatives – previous cut-and-cover tunnel and elevated structure alternatives, and a bored tunnel alternative recommended in January 2009. The 2009 Washington State Legislature passed legislation that endorses the bored tunnel recommendation and provides funding for it.



Proposed SR 99 bored tunnel cross section (early design concept).

S. King Street Vicinity to Roy Street Viaduct Replacement (Central) continued

Accomplishments – March to May 2010

- WSDOT released a final Request for Proposals (RFP) in May to three teams that the agency pre-qualified to submit proposals for the bored tunnel alternative design-build contract. Proposals are due in October.
- WSDOT and the City of Seattle negotiated three agreements for the proposed bored tunnel. The agreements are between WSDOT and City agencies and cover issues such as design, property acquisition and transfer, right-of-way use, construction plans, and inspections during construction.
- WSDOT held a series of open houses and a corridor hearing to provide an opportunity for public comment on

the proposed SR 99 alignment change as a result of the proposed bored tunnel.

Looking ahead

- The City of Seattle is scheduled to review and approve agreements that outline roles and responsibilities and the interagency process between WSDOT and the Seattle Department of Transportation, Seattle Public Utilities and Seattle City Light.
- WSDOT will release final addenda to the bored tunnel alternative design-build RFP in June or July.
- The second Supplemental Draft Environmental Impact Statement for this project will be released for public comment in October.

Project cost summary (\$ in millions)

Project Phase	2010 Cost Estimate	Expenditures Through March 31, 2010
Preliminary and final design	\$169	\$73.2
Right of way	\$152	\$60.8
Construction	\$1,224	\$0.0
Risk and inflation	\$415	\$0.0
Project total	\$1,960	\$134.0

City of Seattle Projects

Elliott Bay Seawall Project

Description

The Elliott Bay Seawall runs along the downtown Seattle waterfront from S. Washington Street to Broad Street.

The seawall is showing the considerable effects of age and exposure to the corrosive marine environment. Its original design also did not anticipate the structural stress associated with an earthquake. This project will address these issues and improve the habitat along the central waterfront.

services and executed a 90-day contract with Tetra Tech for consultant environmental and design work.

Looking ahead

- SDOT and the U.S. Army Corps of Engineers are beginning the environmental review of the project.
- A stakeholder group will be formed in June to act as an advisory group during the design of the project.

Accomplishments – March to May 2010

- SDOT selected a team led by Tetra Tech for consultant

Mercer Corridor Program

Description

The Mercer corridor stretches from I-5 to Elliott Avenue W. This program will create a two-way arterial street along the corridor, providing a direct connection from I-5 and SR 99 to Seattle Center, Queen Anne and Interbay. The program is divided into two projects: Mercer East (Phase 1) – Fairview Avenue N. to Dexter Avenue N.; and Mercer West (Phase 2) – Dexter Avenue N. to Elliott Avenue W.

Accomplishments – March to May 2010

- Building demolition and site preparation work for Mercer East began in March.
- SDOT opened bids for construction on the Mercer East

project in May. The lowest bid was more than 20 percent below SDOT's estimate.

- In April, SDOT selected a team lead by KPFF Inc. to provide design services for the Mercer West project.

Looking ahead

- Mercer East construction of utility and roadway work is expected to begin in July/August.
- The project team will complete evaluation of the Sixth Avenue N./Mercer Street intersection. Surface street connections near the proposed bored tunnel's north portal would include either a curved or straight Sixth Avenue alignment.

S. Spokane Street Viaduct Widening Project

Description

SDOT is widening and improving the S. Spokane Street Viaduct – the 60-year-old elevated roadway that connects I-5 and the West Seattle Bridge. This project will create a new two-lane eastbound off-ramp leading to Fourth Avenue S., relocate the westbound on- and off-ramps to a new First Avenue S. ramp, widen the upper roadway, and rebuild the lower roadway.

Accomplishments – March to May 2010

- In order to widen the upper roadway and build a new on- and off-ramp at First Avenue S., the existing westbound First Avenue S. on-ramp was closed for demolition in May.

- To reduce expected congestion on the low-level swing bridge during construction, SDOT requested that marine vessels voluntarily provide advance notification when they will require the swing bridge to open, enabling drivers to plan accordingly.

Looking ahead

- The newly reconstructed eastbound S. Spokane Street lower roadway is scheduled to open this summer.
- In the fall, the new eastbound S. Spokane Street Viaduct off-ramp to north- and southbound Fourth Avenue S. will open.

Central Waterfront Public Spaces and Streets (S. King Street to Battery Street)

Description

With the removal of the Alaskan Way Viaduct, Seattle is poised to reclaim its Central Waterfront and create a dynamic and inviting waterfront public space. A Central Waterfront Partnerships Committee is advising the Mayor and City Council on effective models for the management, programming and use of these new public spaces.



Central waterfront public space early design concept.

Central Waterfront Public Space and Streets continued

Accomplishments – March to May 2010

- City departments and the Central Waterfront Partnerships Committee reached consensus on the method of procurement for a design team.
- Reached consensus on future stewardship of the waterfront (Central Waterfront Steering Committee for design phase, followed by a new management entity for operations phase).

Looking ahead

- Two Request for Qualifications will be issued in June for design lead and project management / engineering.
- Central Waterfront Partnerships Committee will present recommendations to City Council and Mayor in July.
- Design and engineering team will be selected in September.

King County Projects

Construction Transit Service and Demand Management (S. Holgate Street to S. King Street Viaduct Replacement)

Description

WSDOT provided funding to King County Metro for added bus service and demand management strategies in the West Seattle, Ballard/Uptown and Aurora Avenue corridors. These services are to mitigate the loss of capacity on SR 99 and reduce congestion on adjacent city streets during the S. Holgate Street to S. King Street Viaduct Replacement.

Accomplishments – March to May 2010

- Implemented 31 new peak period trips on four routes to and from Southwest Seattle.

- Installed travel time monitoring system improvements to monitor bus travel times along transit routes that will be most affected by construction.
- Started education and outreach program and marketing of travel options by launching pass programs and telecommuting training.

Looking ahead

- Additional transit service hours will be implemented beginning in September.

Transit Investments (Bored Tunnel Recommendation)

Description

As part of the bored tunnel recommendation for the S. King Street to Roy Street viaduct replacement, King County plans to provide additional RapidRide bus rapid transit and peak express bus service to downtown Seattle, simplify downtown trolley service and provide city street improvements related to improved bus operations. These projects are not yet funded.

Accomplishments – March to May 2010

- Secured funding for the Burien Park and Ride expansion.

- Agreed on continuous transit lanes from Denny Way to Harrison Street for the proposed bored tunnel's north portal design.

Looking ahead

- Seeking transit funding for construction mitigation during the S. King Street to Roy Street viaduct replacement.
- Working on agreement for the transit lanes from SR 99 to Third Avenue S. for the proposed bored tunnel's south portal design.

Port of Seattle Project

East Marginal Way Grade Separation

Description

This project will separate surface road traffic from tracks that provide rail access to the Port's terminals 5 and 18. A new overpass will reduce delays in rail movements and ease congestion on city streets, increasing efficiency of the Port's cargo-handling operations.

Accomplishments – March to May 2010

- Construction activities such as earthwork and approach ramp installations are underway.

- Major construction of the overpass began in May and will continue through the year.

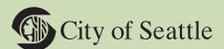
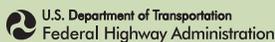
Looking ahead

- Shaft installation for the overpass will begin in mid-June.
- Surface roadway realignment will commence late this year and continue into 2011.
- Project is on schedule for completion in fall 2011.

Alaskan Way Viaduct replacement program history

1996	■ Conduct viaduct replacement feasibility study.
2001	■ Nisqually earthquake damages viaduct; replacement project begins.
2002	
2003	
2004	■ Release Draft Environmental Impact Statement (EIS).
2005	
2006	■ Release Supplemental Draft EIS.
2007	■ Seattle voters reject replacement alternatives; independent S. Holgate Street to S. King Street viaduct replacement moves forward.
2008	■ Release Environmental Assessment for S. Holgate Street to S. King Street viaduct replacement.
2009	■ Begin construction for S. Holgate Street to S. King Street replacement.

More information can be found by visiting: www.alaskanwayviaduct.org



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