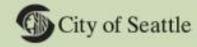
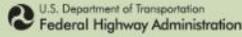


Alaskan Way Viaduct & Seawall Replacement Program



SR 99 – Alaskan Way Viaduct and Seawall Replacement Program

Seattle, Washington

Agreement XL3648

Corridor Hearing and Open House Summary

April 2010

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Project summary

Studies in the mid-1990s showed that the 1950s-era SR 99 Alaskan Way Viaduct in Seattle was nearing the end of its useful life. The viaduct's age and vulnerability were signaled by crumbling concrete, exposed rebar, cracking concrete, weakening column connections, and deteriorating railings. In early 2001, a team of design and seismic experts began work to determine whether it was feasible and cost-effective to strengthen the viaduct by retrofitting it. In the midst of this investigation, the 6.8 magnitude Nisqually earthquake shook the Puget Sound region. The earthquake damaged the viaduct, forcing the Washington State Department of Transportation (WSDOT) to temporarily shut it down.

Post-earthquake inspections of the viaduct revealed both good and bad news concerning its condition. The good news was that the viaduct survived the 6.8 magnitude earthquake. The bad news was the earthquake caused damage to the viaduct's joints and columns, further weakening the structure and revealing its severe vulnerability. A team of experts concluded that it was not cost-effective to fully retrofit the majority of the viaduct; rather, the viaduct would need to be rebuilt or replaced.

Project history

The Alaskan Way Viaduct section of SR 99 has been a fixture of the downtown Seattle waterfront for more than five decades. Today, SR 99 continues to be a main north-south route through the city, carrying 20 to 25 percent of the traffic traveling through downtown. However, time, daily wear and tear, salty marine air, and some sizeable earthquakes have taken their toll on the structure.

Immediately following the 2001 earthquake repairs were made to four viaduct sections in the Pioneer Square area near S. Washington Street. WSDOT also imposed roadway restrictions that remain in effect today. Vehicles with a gross weight of more than 105,500 pounds are prohibited, and trucks and buses must travel in the right-hand lane only. Ongoing inspections have revealed other increased cracks, exposed rebar, and weakening concrete; all signs that the viaduct is aging and continues to deteriorate.

The Alaskan Way Viaduct and Seawall Replacement Program includes components led by WSDOT, King County and the City of Seattle. WSDOT is responsible for replacing the double-deck bridge structure, which is part of SR 99.

S. Holgate Street to S. King Street viaduct replacement

We are replacing the viaduct's south end, between S. Holgate and S. King streets, with a new side-by-side roadway that has wider lanes, meets current earthquake standards and improves mobility for people and goods in the south of downtown area. The environmental assessment for this project was released in June 2008, and the Finding of No Significant Impact was signed by the Federal Highway Administration in February 2009. Construction began in June 2010.

S. King Street to Battery Street viaduct replacement

For the central waterfront section, between S. King Street and the Battery Street Tunnel, there is an ongoing environmental process that is reviewing three alternatives – a bored tunnel, cut-and-cover tunnel and an elevated structure. The bored tunnel alternative, recommended by the

Governor, King County Executive, Seattle Mayor and Port of Seattle CEO in January 2009, would move SR 99 into a bored tunnel beneath downtown, reconnect the street grid at the ends of the tunnel and remove the viaduct along the waterfront. A second Supplemental Draft Environmental Impact Statement, which analyzes the bored tunnel alternative and builds upon the previous analysis of the other alternatives, will be published for public review in fall 2010.

Purpose and overview

In April 2010 the Alaskan Way Viaduct replacement program held a corridor hearing and two open houses. The purpose was to give interested members of the public the opportunity to comment on the proposed change to SR 99 in downtown Seattle from the Alaskan Way Viaduct along the waterfront.

Three Alaskan Way Viaduct replacement alternatives are currently in environmental review. One of the options, a proposed bored tunnel beneath downtown, would shift the footprint of the SR 99 corridor to a new alignment. The hearing allowed the public to tell WSDOT how that option, if it is chosen as the Alaskan Way Viaduct replacement, would affect them.

In addition the program team provided information about the two other alternatives that are part of the environmental review process: a new elevated structure and a cut-and-cover tunnel along the waterfront.



Theresa Greco speaks to a member of the public about the program's general timeline and milestones at the open house on April 27 at Madison Middle School in West Seattle.

Corridor hearing and open house (April 22, 2010)

The corridor hearing, which also served as an open house, took place April 22 from 5 to 7 p.m. at the Silver Cloud Inn – Stadium, 1046 First Ave. S., Seattle, WA 98134. Beginning at 6 p.m., Alaskan Way Viaduct Program Administrator Ron Paananen gave a 15-minute presentation describing the purpose of the hearing, bored tunnel recommendation, environmental process, proposed bored tunnel alignment (including past alignments), and portal locations. A court reporter recorded the information presented during the presentation. For the remainder of the meeting, attendees were encouraged to ask questions of program staff, visit informational display boards set up around the room, and/or provide written comments. The court reporter remained available for those that wished to give oral comments.

Open houses (April 27 & 28, 2010)

Two additional open houses were held on April 27 from 6 to 8 p.m. at Madison Middle School in West Seattle and on April 28 from 6 to 8 p.m. at the Ballard Middle School in Ballard. No presentation was given at these open houses, but the corridor hearing display boards were

available for review, program team members were on hand to answer questions, and comment forms were available.

Attendance at the public meetings

Date	Description	Location	Attendance
April 22, 2010	Corridor hearing and open house	Silver Cloud Hotel, Seattle	17
April 27, 2010	Open house	Madison Middle School, West Seattle	24
April 28, 2010	Open house	Ballard High School, Ballard	20
Total			61

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WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
Alaskan Way Viaduct & Seawall Replacement Program

CORRIDOR HEARING AND OPEN HOUSE
Silver Cloud Hotel
Seattle, Washington

Thursday, April 22, 2010
5:00 - 7:00 p.m.

PUBLIC COMMENTS & PRESENTATION

Reported by:

VICKY L. PINSON, INC.
Court Reporting License No. 2559
23001 Lakeview Drive #204
Mountlake Terrace, WA 98043

ORIGINAL

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PRESENTATION BY WSDOT

RON PAANANEN:

Thanks, everybody, for coming out tonight.

For those of you who have followed the project, this particular meeting is a little different than some of the others we've held. This meeting has a very specific purpose under state law.

It's known as a Corridor Hearing. It's something we're required to do when we're looking at a state highway corridor and considering potential new alignments for that corridor. It's not part of the environmental hearings that are held as part of the project. Those will be separate hearings, held later, when we publish the supplemental draft EIS. So that will be an additional chance for people to comment on the project itself. But this hearing is really about the physical location of where we're going to locate SR 99 as part of the viaduct replacement.

So, as you know, in 2006 we published the first supplemental draft EIS that had the cut-and-cover tunnel on the waterfront and the new replacement elevated structure as two possible alternatives.

And now we're looking at another alternative. The bored tunnel alternative under downtown as another potential alignment for SR 99.

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1 This slide shows a couple of things. One,
2 the map of downtown doesn't show very well -- I don't
3 know why it's washed out, but here is the south end
4 project Holgate to King Street, that was advanced
5 separately under a separate environmental document, an
6 environmental assessment that was cleared last year.
7 And that project is going to construction, or has been
8 under construction, and we just opened bids on the
9 main contract to replace SR 99 for that section.

10 The section we're talking about tonight is
11 from S. King Street to what is Battery Street tunnel
12 today, but the central waterfront portion of the
13 corridor. And we're going to talk a little bit about
14 the various options that we've looked at for that
15 section of the project.

16 Just a little look back, to remember why we're
17 here: The viaduct and the seawall are vulnerable
18 structures, and this slide just shows some of those
19 vulnerabilities. The seawall, a lot of it is made of
20 a face that is supported by this timber relieving
21 platform.

22 That platform has deteriorated over time, and is
23 really in danger of failure during an earthquake. The
24 viaduct, itself, all of these circles show the various
25 weak points in the structure, itself. Some of them

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1 are below ground, in the piles and the foundations.
2 Some of them are above ground, in the columns and the
3 crossbeam connections. Again, a structure that's very
4 vulnerable to the next seismic event.

5 And so we've been working since 2001 on an
6 environmental impact statement that hopefully will
7 lead us to the best replacement alternative for this
8 structure.

9 The City is in charge of the seawall, and they
10 are advancing their own process for the replacement of
11 that structure.

12 So, as I mentioned at the beginning, we've really
13 got this down to three alternatives that are in the
14 environmental document, with a lot of focus lately on
15 the bored tunnel alternative. And then, of course,
16 the first one we looked at a couple of years ago is
17 the cut-and-cover tunnel on the waterfront that
18 utilizes the existing Battery Street tunnel before
19 rejoining SR 99.

20 And the next one was an elevated structure, again
21 in the corridor, the same alignment that SR 99 has
22 today, basically replacing the highway in the same
23 location, the same function as it works today.

24 And then more recently, as a result of the
25 Stakeholder process in 2008, we've been looking at the

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1 bored tunnel alternative. And as we advance that work
2 from January of 2008, when the decision -- when the
3 announcement was first made that we were going to look
4 at the bored tunnel, we looked at a number of
5 alignments, and they're all shown here on this map,
6 all the way from alignments that were on Alaskan Way
7 to under 1st Avenue.

8 We've landed on this alignment showing green,
9 Alignment 2, as the most promising. It runs generally
10 under Alaskan Way, from King Street up to about
11 Yesler. At Yesler, it goes, it curves over to 1st
12 Avenue, follows 1st Avenue for a ways, ultimately
13 ending up under 6th Avenue, north of Denny and just
14 west of the existing SR 99 corridor.

15 Some of the reasons we're pursuing the bored
16 tunnel as an alternative that we think may be the best
17 solution to replace the viaduct and the central
18 waterfront is it reduces some of our right of way
19 costs that we looked at for other alternatives. It
20 has improved construction staging and contract
21 sequencing. It has some of the lower impacts to
22 businesses and travelers during construction.

23 So remember when we looked at the two waterfront
24 alternatives, one of our biggest concerns was how do
25 we build this project and not impact all the

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1 businesses on the waterfront and all the people who
2 use the corridor.

3 The benefit of the bored tunnel is it can largely
4 be built while keeping SR 99 open to traffic, and
5 minimizing disruption to the waterfront.

6 This is a view of what the South Portal could
7 look like, looking north from just south of the
8 stadiums. The part of the project we're talking
9 about, essentially, starts at Royal Brougham, which is
10 right here, and then heads north. Everything from
11 there south is, essentially, part of the Holgate to
12 King Street project. The Holgate to King Street
13 project also provides for a temporary connection back
14 to the existing viaduct. It was also designed so it
15 is neutral to any of the alternatives that could come
16 out of the central waterfront process.

17 So from Royal Brougham, we could take the project
18 we're building today, and connect it to any of the
19 future waterfront alternatives, including the bored
20 tunnel, elevated cut-and-cover tunnel, or the existing
21 viaduct.

22 So north of the Royal Brougham you see the
23 portals to the bored tunnel, here, at about just south
24 of Dearborn. There would be two lanes in each
25 direction, entering and leaving the tunnel. What you

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1 see over here are ramps coming out of the tunnel.
2 Those ramps are the northbound on-ramp into the SR 99
3 tunnel and the southbound off-ramp coming out of the
4 tunnel.

5 If you are traveling north into Seattle, your
6 last chance to get off before entering the tunnel
7 would be right here, with the first cross street being
8 at about Dearborn.

9 The project would include pedestrian connections
10 on both sides of SR 99 to the waterfront. And what
11 you see, these buildings that are ghosted in here
12 along 1st Avenue, that's property that becomes surplus
13 at the end of the project and could be available for
14 future development.

15 A little bit about the North Portal. So now
16 we're looking south, into downtown Seattle. This is
17 the Gates Foundation campus. This is SR 99. Here,
18 it's passing over Mercer. And this is the improved
19 Mercer corridor that the City is looking at. And if
20 you stayed on SR 99, the outside lanes, you would
21 enter the bored tunnel at about Harrison. And,
22 likewise, if you were coming through the bored tunnel,
23 northbound through downtown, you would come out of the
24 tunnel, here, at Harrison, and continue north on SR
25 99, just as you do today.

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1 The last chance to enter the tunnel is here at
2 Republican via this 6th Avenue connection. And if you
3 were coming out of the tunnel, your first chance to
4 get off is also at Republican, right here. This is
5 the Hostess Building. And then these inside lanes are
6 the access to and from downtown.

7 So if you were coming south into Seattle on
8 Aurora, if you stayed on the inside lane, you would be
9 on a new surface street that's in the footprint of
10 where SR 99 sits today, between Harrison and Denny.

11 So this becomes a new surface street with cross
12 connections at Harrison, Thomas, and John, and then
13 headed to Denny.

14 The 6th Avenue, shown here, is what we call the
15 curved option. There's also an option that takes 6th
16 Avenue under this third building of the Gates campus
17 and connects to Mercer a little further to the left on
18 Mercer. They both function, essentially, the same,
19 but for purposes of this, we've shown the curved
20 option.

21 There's a couple ways you can provide input on
22 this, what you've seen, here, in terms of the proposed
23 SR 99 corridor. We have a court reporter here tonight
24 that you can speak to, and she'll take your comments
25 and put them on the record.

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1 The comment period for this corridor hearing runs
2 until May 13. You can see that you can write a letter
3 to Ryan Bianchi, here, at the Viaduct Program, and the
4 comments will be part of the record.

5 Or you can send us an e-mail at the viaduct
6 e-mail address shown here at viaduct@wsdot.wa.gov.

7 There's also Comment forms you can fill out,
8 here, and leave.

9 So a number of ways that you can comment about
10 what you've seen here tonight and the purposes of this
11 corridor hearing.

12 I want to reemphasize that there will be
13 additional opportunities in the future to comment on
14 the project through the environmental process. The
15 supplemental draft EIS will be issued in October, and
16 there will be public meetings associated with the
17 publication of that document, as well.

18 So, and this has been a brief presentation,
19 really focused on one aspect of what we're doing.
20 There's a lot of other information available about the
21 project. If you're interested, there's also staff
22 here you can talk to. But we wanted to make sure
23 everybody understood the purpose of what we're doing
24 here tonight and its relationship to the overall
25 program.

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And so thank you, and now we can rejoin the open house part of our format.

(End of presentation.)

(Corridor Hearing concluded at 7:00 p.m.)

* * *

Notification

Advertisements for the corridor hearing and open houses included:

- Announcement on program Web site (www.alaskanwayviaduct.org)
- Notice on WSDOT web calendar (www.wsdot.wa.gov/news/events/)
- E-mail to community organizations and key stakeholders
- Article in Alaskan Way Viaduct program e-mail update
- E-mail to elected officials
- E-mail to Alaskan Way Viaduct working group members and former Stakeholder Advisory Committee members.
- Paid advertisements in The Seattle Times, West Seattle Herald, Ballard News Tribune, My Ballard, and the West Seattle Blog.
- Notifications posted on 14 neighborhood blogs across the community.

Affidavits of publication of the hearing notice



seattletimes.com

PO Box 70, Seattle, WA 98111

WS DOT - ALASKAN WAY VIADUCT
A/P ALITA ALEXANDER
999 3RD AVE STE 2424
SEATTLE, WA 98104

Re: Advertiser Account #87642015
Ad #: 788214100

Affidavit of Publication

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STATE OF WASHINGTON
Counties of King and Snohomish

The undersigned, on oath states that he/she is an authorized representative of The Seattle Times Company, publisher of The Seattle Times of general circulation published daily in King and Snohomish Counties, State of Washington. The Seattle Times has been approved as a legal newspaper by orders of the Superior Court of King and Snohomish Counties.

The notice, in the exact form annexed, was published in the regular and entire issue of said paper or papers and distributed to its subscribers during all of the said period.

Newspaper	Publication Date
The Seattle Times	03/25/10

Agent Debbie Collantes Signature *Debbie Collantes*

Subscribed and sworn to before me on March 29 2010
(DATE)



Christina C McKenna
(NOTARY SIGNATURE) Notary Public in and for the State of Washington, residing at Seattle

The Seattle Times

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4072473 / 2

STATE OF WASHINGTON
Counties of King and Snohomish

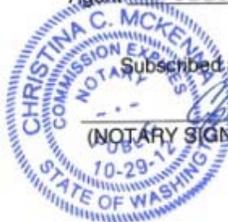
The undersigned, on oath states that he/she is an authorized representative of The Seattle Times Company, publisher of The Seattle Times of general circulation published daily in King and Snohomish Counties, State of Washington. The Seattle Times has been approved as a legal newspaper by orders of the Superior Court of King and Snohomish Counties.

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Newspaper	Publication Date
The Seattle Times	04/15/10

Agent Debbie Collantes Signature Debbie Collantes

Subscribed and sworn to before me on April 15th 2010
(DATE)



(NOTARY SIGNATURE) Christina C. McKenna Notary Public in and for the State of Washington, residing at Seattle

Comment summary

The deadline for corridor hearing comments was May 13, 2010. A total of 21 comments were submitted. Topics included traffic management of the proposed alignment; impacts on surrounding neighborhoods such as Pioneer Square and West Seattle; the affect on trips between West Seattle, Ballard and Magnolia; public involvement; and program costs.

A copy of each comment and response is attached.

Exhibits used in the hearing

PowerPoint Presentation:



What is a Corridor Hearing?

Tonight's hearing is a chance to weigh in on our proposed plan to change the alignment of SR 99 in downtown Seattle.

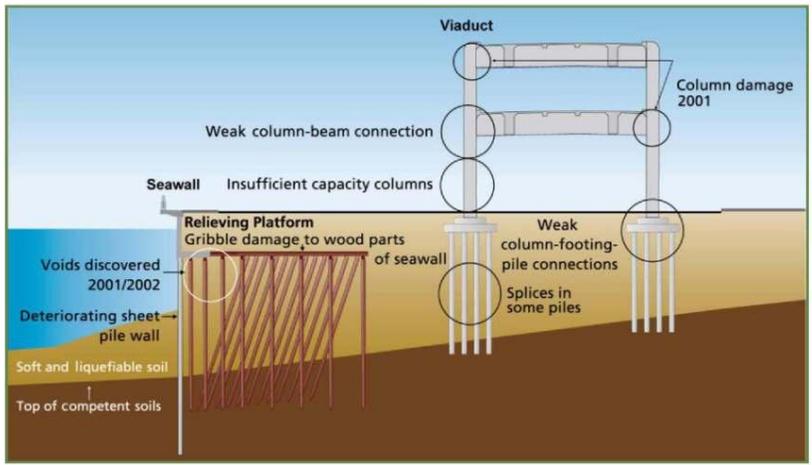
Give us your feedback
How would shifting the footprint of SR 99 in downtown Seattle affect you?



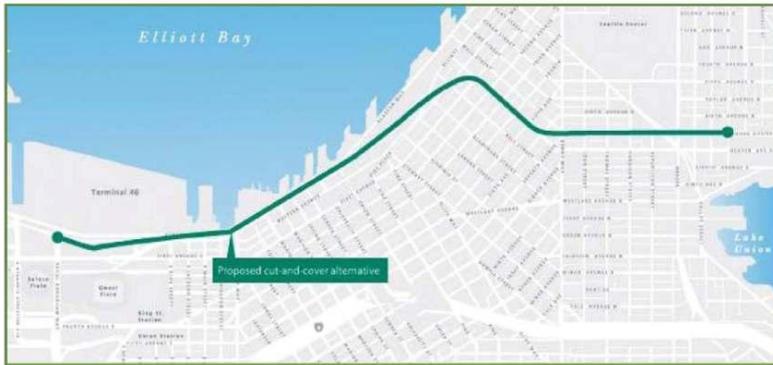
Replacing the Alaskan Way Viaduct



Viaduct and Seawall Vulnerabilities



Alternatives in Environmental Review *Cut-and-cover tunnel along the waterfront*



Alternatives in Environmental Review *Elevated structure along the waterfront*



Alternatives in Environmental Review *Proposed SR 99 Bored Tunnel Alignments*



Benefits of Proposed Tunnel Alignment

- Reduces potential right of way costs.
- Improves construction staging and sequencing.
- Reduces impacts to buildings, including historic structures.
- Minimizes construction impacts to businesses.
- Keeps SR 99 open to traffic.



Proposed Bored Tunnel's South Portal



South portal design concept

Proposed Bored Tunnel's North Portal



North portal design concept with curved Sixth Avenue N.

Give Us Your Feedback

Ways to comment tonight:

- Court reporter
- Comment form

How to comment until May 13:

- Write a letter and mail it to:
Alaskan Way Viaduct Program
c/o Ryan Bianchi
999 Third Ave., Suite 2424
Seattle, WA 98104
- Send an e-mail to
viaduct@wsdot.wa.gov



Alaskan Way Viaduct and Seawall Replacement Program



Follow our progress: www.alaskanwayviaduct.org

Open house informational display boards:



Welcome

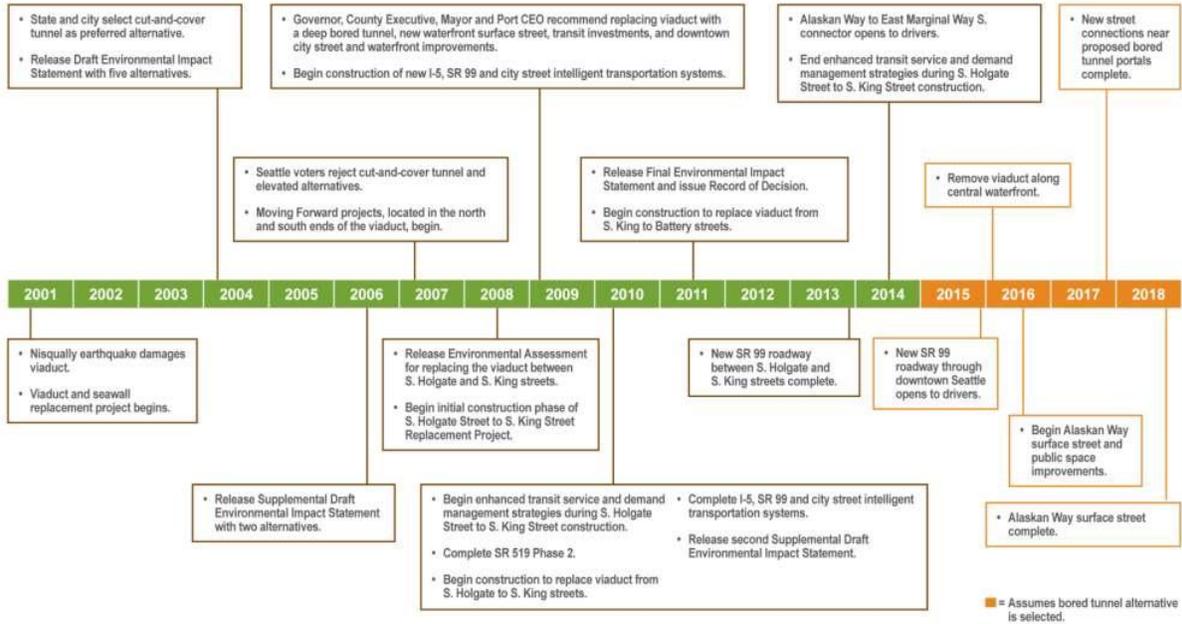
Tonight's corridor hearing gives you a chance to weigh in on our proposed plan to change the alignment of SR 99 along Seattle's waterfront.

- 5 – 6 p.m.** View program information and visit with program staff.
- 6 – 6:20 p.m.** Corridor hearing presentation.
- 6:20 – 7 p.m.** Provide comments using comment cards or the court reporter in attendance and visit with program staff.



For more information visit www.alaskanwayviaduct.org.

Alaskan Way Viaduct replacement timeline

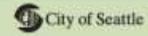
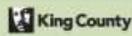
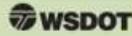
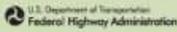


For more information visit www.alaskanwayviaduct.org.



Alaskan Way Viaduct & Seawall Replacement Program

04.10



State-funded improvements

Viaduct replacement projects		Construction mitigation projects				
Battery Street Tunnel maintenance <div style="text-align: center; font-weight: bold; font-size: 1.2em;">Ongoing</div>		SR 519 Phase 2 <table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">Construction start: 2008</td> <td style="text-align: center;">Project complete: 2010</td> </tr> </table>	Construction start: 2008	Project complete: 2010		
Construction start: 2008		Project complete: 2010				
Column stabilization near Yesler Way <table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">Construction start: 2007</td> <td style="text-align: center;">Project complete: 2008</td> </tr> </table>		Construction start: 2007	Project complete: 2008	Spokane Street Viaduct Fourth Avenue off-ramp <table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">Construction start: 2009</td> <td style="text-align: center;">Project complete: 2010</td> </tr> </table>	Construction start: 2009	Project complete: 2010
Construction start: 2007		Project complete: 2008				
Construction start: 2009		Project complete: 2010				
Viaduct replacement from S. King to Battery Street <table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">Construction start: 2011</td> <td style="text-align: center;">Project complete: 2016</td> </tr> </table>		Construction start: 2011	Project complete: 2016	I-5 active traffic management <table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">Construction start: 2009</td> <td style="text-align: center;">Project complete: 2010</td> </tr> </table>	Construction start: 2009	Project complete: 2010
Construction start: 2011		Project complete: 2016				
Construction start: 2009		Project complete: 2010				
Electrical line relocation along viaduct's southern mile <table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">Construction start: 2008</td> <td style="text-align: center;">Project complete: 2009</td> </tr> </table>		Construction start: 2008	Project complete: 2009	I-5 travel time signs <table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">Construction start: 2009</td> <td style="text-align: center;">Project complete: 2009</td> </tr> </table>	Construction start: 2009	Project complete: 2009
Construction start: 2008	Project complete: 2009					
Construction start: 2009	Project complete: 2009					
Viaduct replacement from S. Holgate to S. King Street <table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">Construction start: 2009</td> <td style="text-align: center;">Project complete: 2014</td> </tr> </table>	Construction start: 2009	Project complete: 2014	City street intelligent transportation systems <table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">Construction start: 2009</td> <td style="text-align: center;">Project complete: 2010</td> </tr> </table>	Construction start: 2009	Project complete: 2010	
Construction start: 2009	Project complete: 2014					
Construction start: 2009	Project complete: 2010					
Automated viaduct closure gates system <table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">Construction start: 2010</td> <td style="text-align: center;">Project complete: 2010</td> </tr> </table>	Construction start: 2010	Project complete: 2010	SR 99 intelligent transportation systems <table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">Construction start: 2010</td> <td style="text-align: center;">Project complete: 2010</td> </tr> </table>	Construction start: 2010	Project complete: 2010	
Construction start: 2010	Project complete: 2010					
Construction start: 2010	Project complete: 2010					
	Enhanced transit service and demand management strategies during S. Holgate Street to S. King Street construction <table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">Service start: 2010</td> <td style="text-align: center;">Service ends: 2014</td> </tr> </table>	Service start: 2010	Service ends: 2014			
Service start: 2010	Service ends: 2014					

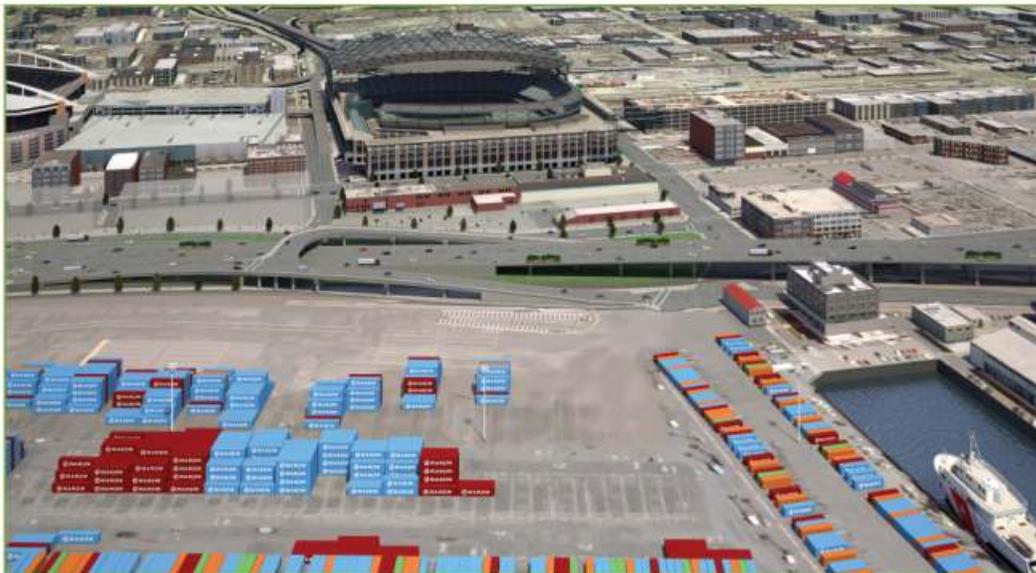
For more information visit www.alaskanwayviaduct.org.



S. Holgate Street to S. King Street Viaduct Replacement Project

Beginning in summer 2010, we will replace the southern mile of the viaduct, between S. Holgate and S. King streets, with a side-by-side roadway that meets current earthquake standards. The new roadway is expected to open in 2013 and will include:

- Wider lanes with shoulders.
- Three lanes in each direction and new on- and off-ramps near the stadiums.
- A grade-separated railroad crossing at S. Atlantic Street.
- New bicycle and pedestrian paths.



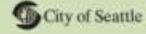
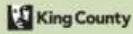
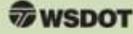
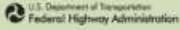
Looking east at grade-separated crossing at S. Atlantic Street.

For more information visit www.alaskanwayviaduct.org.



Alaskan Way Viaduct & Seawall Replacement Program

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Improvements to keep people and goods moving

Replacing the viaduct's south end will be a substantial construction project. We have strategies in place to minimize disruptions to freight, vehicles and transit.

At least two lanes of SR 99 will remain open in each direction during south end construction, with the exception of occasional night and weekend closures.



Added transit service.



Roadway improvements.



Real-time traffic information.

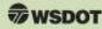
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Alaskan Way Viaduct & Seawall Replacement Program

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U.S. Department of Transportation
Federal Highway Administration



King County

Port of Seattle

City of Seattle

How did the state, King County and City of Seattle reach the bored tunnel recommendation?

Worked with stakeholders and the public

Staff met regularly with the Alaskan Way Viaduct Stakeholder Advisory Committee, an interagency working group, an executive oversight committee and the public.

Established guiding principles

With input from stakeholders and the public, the executives established six guiding principles to evaluate all possible regional transportation scenarios.

Developed scenarios

Through technical review and feedback from stakeholders, the agencies narrowed eight scenarios down to two hybrid options. The executives asked the agencies to review a third option – the proposed bored tunnel – based on feedback from the public.



Stakeholder Advisory Committee meeting.

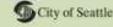
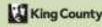
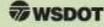
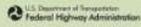
The state, county and city transportation agencies looked at the entire system of streets, transit service, and freeways from Lake Washington to Elliott Bay and from NE 85th Street in the north to Seattle's city limits in the south.

For more information visit www.alaskanwayviaduct.org



Alaskan Way Viaduct & Seawall Replacement Program

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Executives' recommendation

In January 2009, Governor Chris Gregoire, then King County Executive Ron Sims, then Seattle Mayor Greg Nickels and Port of Seattle CEO Tay Yoshitani recommended replacing the central section of the Alaskan Way Viaduct with:

- Bored tunnel beneath downtown
- New waterfront surface street
- Transit investments
- Downtown city street and waterfront improvements



Governor Gregoire and Mayor Nickels sign a memorandum of agreement in October 2009 that outlines the State and City's responsibilities for the viaduct replacement program.



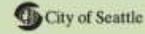
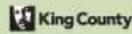
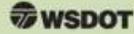
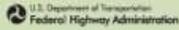
The Governor, Port of Seattle CEO Yoshitani and Port of Seattle Commissioner Bill Bryant sign a memorandum of agreement in April 2010 that commits \$300 million in Port funding to the viaduct replacement program.

For more information visit www.alaskanwayviaduct.org.



Alaskan Way Viaduct & Seawall Replacement Program

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Cut-and-cover tunnel and elevated structure alternatives

These alternatives, which were evaluated in the 2006 Supplemental Draft Environmental Impact Statement, would basically follow the path of the existing Alaskan Way Viaduct.



Cut-and-cover tunnel alternative.



Elevated structure alternative.

For more information visit www.alaskanwayviaduct.org.

Bored tunnel alternative

We have studied five different routes for the proposed bored tunnel. The current proposed route (2) begins on Alaskan Way south of S. King Street, then moves toward

First Avenue near Yesler Way, turns north near Stewart Street and ends at Sixth Avenue N. and Thomas Street.

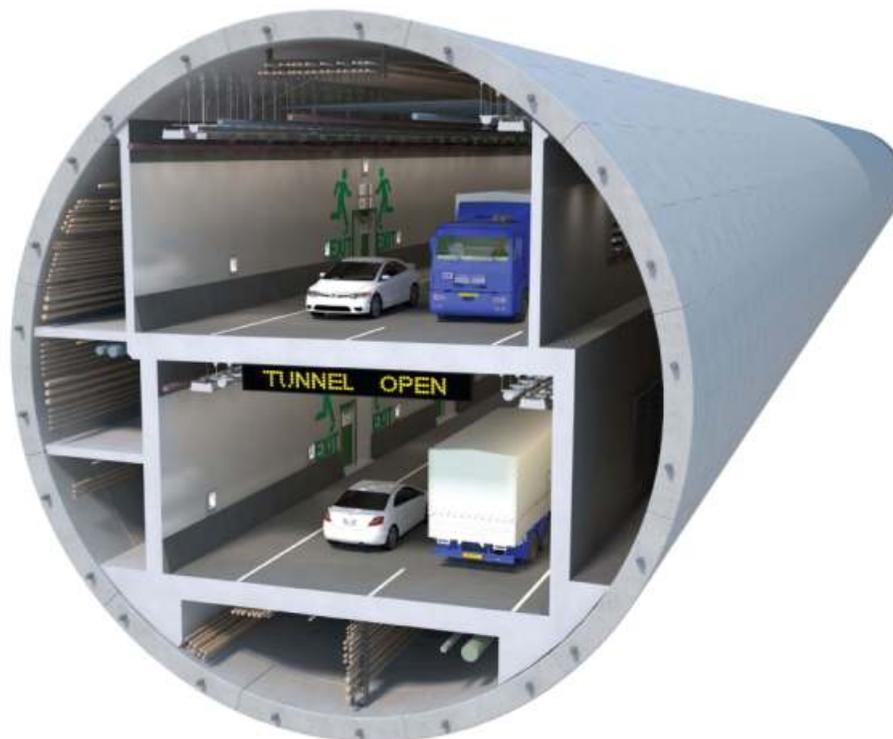


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Proposed SR 99 bored tunnel

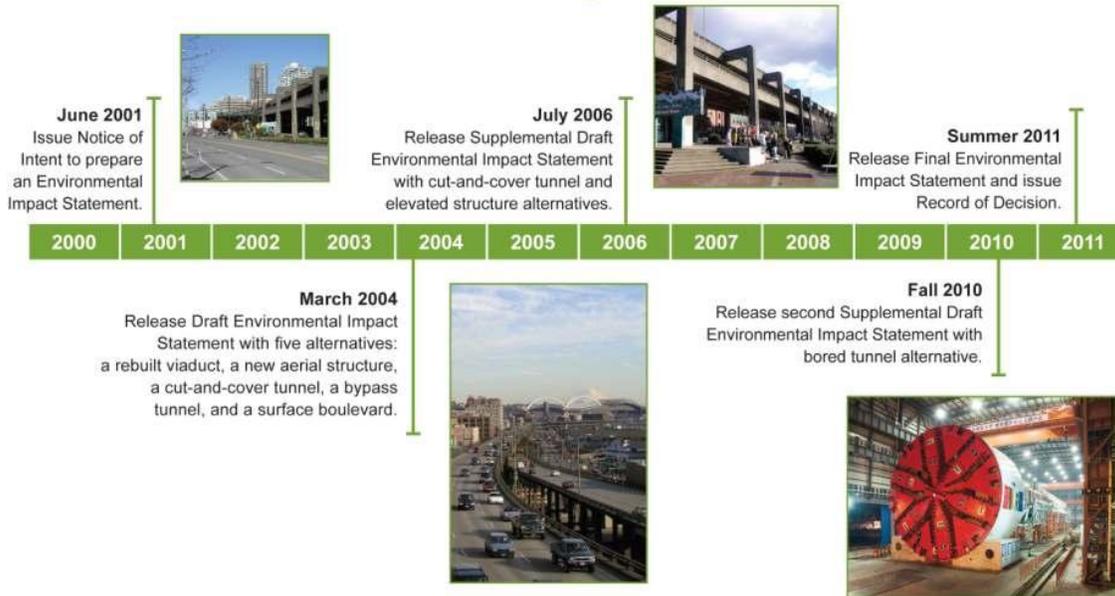
- Two lanes in each direction.
- Designed to withstand a major earthquake that might occur once every 2,500 years.
- State-of-the-art safety systems.
- 24-hour tunnel control center to monitor tunnel conditions and emergencies.



*Proposed bored tunnel cross section looking north
(early design concept).*

For more information visit www.alaskanwayviaduct.org.

Environmental milestones and targets



For more information visit www.alaskanwayviaduct.org.

SR 99 current proposed alignment and other program improvements



In the Second Supplemental Draft Environmental Impact Statement we will do a detailed analysis of bored tunnel construction, removal of the existing viaduct and closure of the Battery Street Tunnel.

Our environmental analysis will also briefly review other program elements as they relate to the viaduct replacement such as the new waterfront promenade/public space, the new Alaskan Way surface street design and construction, seawall replacement, various city street improvements, First Avenue Streetcar, and enhanced transit service. Most of these projects will require further environmental review.

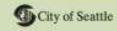
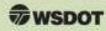
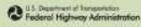
Several improvements will be completed before the Alaskan Way Viaduct waterfront replacement opens to traffic. These projects include: East Marginal Way grade separation, Spokane Street Viaduct widening, SR 519, S. Holgate to S. King viaduct replacement, two-way Mercer Street from Dexter Avenue to I-5.

For more information visit www.alaskanwayviaduct.org.



Alaskan Way Viaduct & Seawall Replacement Program

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Proposed bored tunnel's north portal



Straight Sixth Avenue option.



Curved Sixth Avenue option.



North portal design concept with straight Sixth Avenue option.



North portal design concept with curved Sixth Avenue option.

For more information visit www.alaskanwayviaduct.org



Alaskan Way Viaduct & Seawall Replacement Program

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U.S. Department of Transportation
Federal Highway Administration

WSDOT

King County

Port of Seattle

City of Seattle

Proposed bored tunnel's south portal



New street connection at S. Dearborn Street.



New street connections at S. Dearborn and S. Charles streets.



South portal design concept.

For more information visit www.alaskanwayviaduct.org