

Alaskan Way Viaduct Replacement Program  
Stakeholder Group – June 25, 2015  
Meeting Summary

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**Stakeholder Group attendees**

- Warren Aakervik, Ballard Oil / Seattle Freight Advisory Board
- Stephen DeForest, Magnolia Community Club
- Robert Nellams, Seattle Center
- Bree Moore, Bill and Melinda Gates Foundation
- Vlad Oustimovitch, West Seattle
- Susan Ranf, Seattle Mariners
- Pete Spalding, Delridge

**Stakeholder Group members not in attendance**

- Jeff Aken, Cascade Bicycle Club
- Glenn Avery, Queen Anne Community Council
- Linda Anderson, Amalgamated Transit Union
- Michael Beranbaum, Joint Council of Teamsters No. 28
- Barb Chamberlain, Bicycle Alliance of Washington
- Howard Cohen, Seattle Hotel Association
- John Coney, Uptown Alliance
- Alan Cornell, Nitze-Stagen
- Matt Curry, South Lake Union Chamber of Commerce
- Jan Drago, Alliance for Pioneer Square
- Kyle Ducey, South Lake Union Community Council
- Hamilton Gardiner, West Seattle Chamber of Commerce
- Tom Graff, Belltown Business Association
- Phil Fujii, Vulcan
- Jason Handaly, Sound Produce
- Ron Hildebrandt, Trident Seafoods at Interbay
- Tim Hillis, Charlie's Produce
- Ron Kieswether, Oak Harbor Freight Lines
- Morgan Littlefield-Adamack, CenturyLink Field and Event Center
- Lee Newgent, Washington Building Trades
- John Odland, MacMillan-Piper
- Vince O'Halloran, Puget Sound Ports Council & Sailors Union of the Pacific
- Marty Oppenheimer, South Park
- Tom Phillips, Compass Housing Alliance
- Lisa Quinn, Feet First
- Ed Shilley, Nucor Steel
- Pete Spalding, Delridge
- Herald Ugles, International Longshore and Warehouse Union/Pacific Maritime Association
- Eugene Wasserman, North Seattle Industrial Association

- Elaine Wine, Ballard

### **Agencies and staff in attendance**

- David Sowers, Washington State Department of Transportation
- Brian Nielsen, WSDOT
- Amir Rasaie, WSDOT
- Mike Merritt, Port of Seattle
- Angela Brady, Seattle Department of Transportation / Office of the Waterfront
- Eric Tweit, SDOT
- Ross Hathaway, Seattle Public Utilities

### **Agenda Item #1: Welcome and general updates**

David Sowers started the meeting with introductions around the room and an overview of topics to be covered. He gave a brief update on King County Metro mitigation funding. The Legislature identified funding in the general operating budget for the upcoming biennium, which begins in July 2015. This funding will provide additional bus trips and more transit seats for the public.

### **Agenda Item #2 – Alaskan Way Viaduct Replacement Program**

Brian Nielsen gave an update on the south portal cut-and-cover tunnel which connects the surface mainline roadway to the bored tunnel. He discussed progress at the south portal operations building, with ventilation stacks scheduled to arrive in early July. At the north end, the north operations building is taking shape.

Pete Spalding: What is the traffic shift occurring in August and will this maintain capacity in both directions?

*Answer: Yes, we will be shifting traffic from the current lanes of SR 99 to the new structure during the weekend of Aug. 21-24. We coordinated with SDOT and the Mariners for this closure. This is one of the better weekends to close SR 99 this summer. This will be the final configuration for traffic taking SR 99 near the north portal until the tunnel opens.*

Pete Spalding: How sharp will the turns be when exiting the Battery Street Tunnel to connect to the new roadway? Will buses be able to fit?

*Answer: The new roadway will be similar to the previous configuration with a gradual curve in both directions. However, the roadway will be significantly wider and will maintain two lanes in each direction. Buses and trucks should be able to fit in the lane since there will be more shoulder space.*

Bree Moore: When will Sixth Avenue North near the Gates Foundation from Mercer Street to Harrison Street open to traffic?

*Answer: Sixth Avenue North is still a construction zone for Seattle Tunnel Partners, the SR 99 tunnel contractor. Their schedule shows the road opening to traffic in November 2017. Harrison Street likely will not open until the bored tunnel is complete due to major utility work by Seattle City Light this fall and the lack of a traffic signal at SR 99. We will continue discussing opportunities to open some of these streets early.*

David Sowers gave an update on settlement in Pioneer Square and noted that the monitoring area was expanded with new deep monitoring wells and monitors installed June 1. Groundwater levels and settlement are stable.

Brian Nielsen gave an update about Seattle Tunnel Partners' progress on repairing the tunneling machine including improvements on the inner seal ring and seal system. Disassembly of the machine is complete and STP will be reassembling the machine during the next few months before resuming mining. The last schedule by STP showed resuming tunneling by August 1. A revised schedule has not been verified with STP yet, but WSDOT will make that public once it is available.

Stephen DeForest: After STP resumes tunneling, how long will it take to open the tunnel to traffic?

*Answer: The original schedule showed 14 months for mining. There are roughly 12 months of mining left. Once the machine resumes tunneling, the contractor will mine 400 to 500 feet forward to Safe Haven 3 to stop and check the machine before tunneling under the viaduct. The machine will essentially be a new machine, so the next section it will tunnel through is a test section.*

### **Agenda Item #3 – Changes to Colman Dock ferry access**

David Sowers explained the changes to Colman Dock ferry access during the summer. He encouraged everyone to try alternate routes to get to the Olympic Peninsula since traffic volumes at Colman Dock will be very high during weekend sailings during the summer.

### **Agenda Item #4 – Western Avenue water main replacement construction update**

Ross Hathaway from Seattle Public Utilities gave a brief overview of the work to replace a 20-inch cast iron water line on Western Avenue from Yesler Way to Spring Street. Ross noted that the water main work must be done quickly and SPU is working to lessen the impact to residents. The water main installation will start in July. He encouraged everyone to keep him informed and asked for feedback about the work.

### **Agenda Item #5 – Mercer Corridor Project**

Eric Tweit gave an update on recent work completed on the Mercer Corridor Project including the final striping on Mercer Street. He showed data regarding travel times from Fifth Avenue North to Fairview Avenue North and Elliott Avenue West to Fifth Avenue North.

Bree Moore: Our peak travel times usually start at 2:30 p.m., not 5 or 6 p.m.

*Answer: We have data for other times of day but sharing 5 p.m. to 6 p.m. data since this is usually when travel time peaks.*

Robert Nellams: When will the Roy Street detention project be completed?

*Answer: We are working with WSDOT on plans for this detention project. The work will likely close a block of Roy Street but one eastbound lane may remain open during non-work hours. [Update as of 7/24: Work is expected to begin the week after Labor Day, and will continue for six to eight weeks. Roy Street will be fully closed to vehicles and bicycles between Fourth and*

*Fifth Avenues North during this time. Local access will be maintained to the alley between Fourth and Fifth Avenues North via eastbound Roy Street from Fourth Avenue North.]*

### **Agenda Item #6 – Waterfront Seattle**

Angela Brady, Office of the Waterfront, gave an update on the draft Environmental Impact Statement which will be released on Monday, June 29. The DEIS will cover the new Alaskan Way surface street, promenade and the overlook walk. There will be a public comment period, a public meeting on July 22 and many ways for people to provide comments and feedback. The final EIS will be completed at the end of 2015 or early 2016.

Angela explained the overall schedule. 60 percent design will be complete in fall 2015 and 90 percent design will be completed after public comments have been compiled.

Vlad Oustimovitch: What is the total budget for the Waterfront project?

*Answer: The total budget is \$1.07 billion. 40 percent is appropriated and we are working with the state on funding for the Alaskan Way surface street.*

Warren Aakervik: Is Alaskan Way mentioned as a truck street in the DEIS?

*Answer: Alaskan Way is identified as a legal truck street in the EIS.*

Angela gave an update on the Seawall construction which wraps up on July 1 for businesses to reopen for the summer. One work zone will remain near the south end of Colman Dock. Nearly 70 parking spots will be restored near Waterfront Park along with load zones near Pier 57.

### **Agenda Item #7 – 2015 Seattle-area construction update**

Amir Rasaie, WSDOT, gave an update on three major Seattle-area construction projects. The I-90 two-way HOV project will add HOV lanes to the outer lanes of I-90 to allow for Sound Transit East Link construction. There will be no closures from June to October 2015 but there are 25 remaining weekend closures during the life of the project, which will be completed in May 2017.

The I-90 Front Street project will fix a girder in the Front Street overpass in Issaquah. An over height dump truck punched a hole in the overpass. Though it is still safe for travel, the girder needs to be replaced.

Vlad Oustimovitch: How much of the girder are you removing?

*Answer: We are removing the shoulder of I-90 on the Front Street overpass.*

There will be a number of SR 520 bridge replacement related closures throughout the summer. In August, there will be a full weekend closure of the bridge for maintenance.

### **Agenda Item #8 – Stakeholder group feedback**

Eric Tweit responded to several action items from the stakeholder group meeting in March. He reported on Mercer Street travel times during rush hour and confirmed that the City is working with the Seattle Police Department on enforcement and signal changes at the intersection of

Dexter Avenue North and Mercer Street. He noted that Harrison Street near SR 99 will not open in the near future due to ongoing construction. He also confirmed that the commercial parking tax for Waterfront Seattle is an existing tax.

Warren Aakervik: I have been frustrated for the past two months because the fastest way to get to the south end of town is on Alaskan Way. However, more people have begun to realize this. Is there anything you can do to I-5 or SR 99 to fix the congestion? I-5 is generally gridlocked. I would like to see a website that gives people information from all the agencies to make an informed decision about staying home.

*Answer: Variable message signs on I-5 and I-90 show travel times. Both SDOT and WSDOT work closely but have not yet integrated travel times yet. However, Google maps and Waze give directions with real-time traffic information. WSDOT and SDOT have websites showing cameras and traffic conditions.*

Susan Ranf: Is there any plan to repair the surface of I-90 east and westbound at the Raging River bridge? In the wintertime, the potholes and ice in the lanes make it very dangerous.

*Answer: We have the same problem throughout the system but we are limited in resources and funding available for repairs.*

Susan Ranf: What's the status of the I-90 to SR 18 interchange? There have been a number of accidents, including a truck accident recently. Is there funding for this project?

*Answer: The project is on the list for funding, but we must wait for the Legislature to pass the transportation package to complete the project. WSDOT has been watching this area and looking at the accidents.*

### **Agenda Item #9 – Action items and adjourn**

No action items.