

Three-month Progress Report

Reporting for January through March 2011

Edition No. 2

Key accomplishments

Design-build contract awarded for SR 99 bored tunnel

WSDOT signed a contract in January with Seattle Tunnel Partners to design and build the SR 99 bored tunnel. Seattle Tunnel Partners exceeded WSDOT requirements by proposing to build a tunnel that includes an eight-foot-wide safety shoulder in each direction of traffic. The contractor team also proposes to open the tunnel to traffic by late 2015 – a year sooner than required.

WSDOT directed the design-build team to continue preliminary design work in February. If tunnel plans are approved at the conclusion of the project's environmental review, expected this summer, the agency will direct the design-build team to begin final design and construction of the bored tunnel.

First piece of Alaskan Way Viaduct demolished

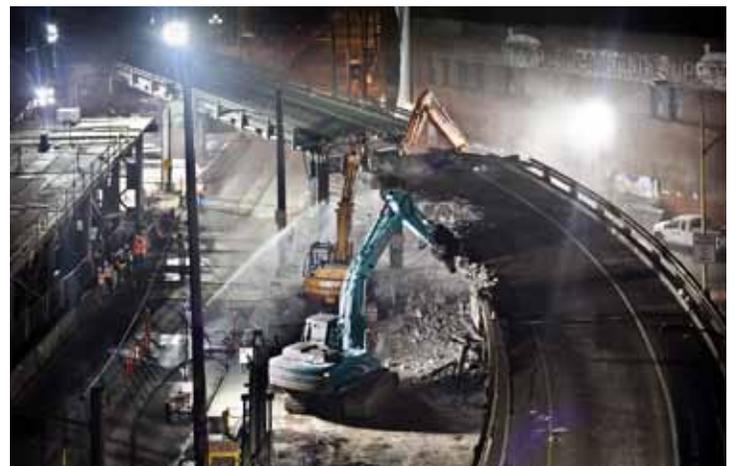
In February, crews demolished part of the northbound SR 99 on-ramp from First Avenue S., so the ramp could be connected to S. Royal Brougham Way. The ramp demolition was the first piece of viaduct removed since the structure was built in the 1950s.

Relocating the on-ramp was a critical step in building a detour that will keep SR 99 open and traffic moving as crews demolish the viaduct south of Railroad Way S., starting in 2012, and build the new northbound lanes in the footprint of the old viaduct.

New automated viaduct closure system installed

In March crews conducted a comprehensive test of a new system designed to clear traffic from the Alaskan Way Viaduct as quickly as possible during a moderate to severe earthquake. The system consists of nine traffic gates controlled by a series of seismic-monitoring devices.

When sensors detect a magnitude-5 earthquake or stronger, the system will automatically close access to the viaduct within two minutes. The new system will be fully operational in May.



On Feb. 18, 2011, crews demolished part of the northbound SR 99 on-ramp from First Avenue S. The ramp demolition is the first piece of viaduct removed since the structure was built in the 1950s.

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	Governor's proposed 2011 budget	Expenditures through Feb. 28, 2011
S. Holgate Street to S. King Street Viaduct Replacement (South End)	Construction	\$394.8	\$169.8
S. King Street Vicinity to Roy Street Viaduct Replacement (Central)	Design	\$1,960.7	\$186.9
Central Waterfront Viaduct Removal and New Alaskan Way	Planning	\$290.0	\$0.0
Central Waterfront Construction Mitigation	Planning	\$30.0	\$0.0
Program Management		\$75.0	\$0.0
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	\$187.2	\$123.1
Prior Environmental Impact Statements, Right of Way and Design Costs		\$163.7	\$163.7
Total Use of Funds		\$3,101.4	\$643.6
State funding			
2005 Gas Tax (Partnership Funding)		\$1,503.7	
2003 Gas Tax (Nickel Funding)		\$211.8	
Other State Funds		\$210.4	
Federal Funds		\$468.3	
Local Funding		\$7.3	
Toll Funding		\$400.0	
Port of Seattle Funding		\$300.0*	
Total Source of Funds		\$3,101.4	

* \$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 as of Feb. 28, 2011	Funding sources
Elliott Bay Seawall Project	Design	\$274	\$274	\$6*	For the seawall, Mercer West and parking projects, potential funding sources include a property tax, vehicle license fee and/or a commercial parking tax. These sources would require approval by the City Council and, in some cases, a public vote.
Mercer Corridor Project	Construction	\$164	\$50	\$79	
– Mercer East	Design	\$116	\$116	\$8	
– Mercer West and Parking Program/AWV Program Management					
S. Spokane Street Viaduct Widening Project	Construction	\$163**	\$30	\$89	The Mercer East and S. Spokane Street Viaduct projects are fully funded.
Waterfront Seattle (Central Waterfront Public Spaces and Streets)	Planning	\$123	\$123	\$1	Potential Local Improvement District - Needs to be authorized by City Council.
Public Utility Relocation (for all AWV-related projects)	Design	\$239	\$239	\$10*	Seattle Public Utilities and Seattle City Light ratepayers.
First Avenue Streetcar	Evaluated as part of Transit Master Plan	-	-	-	
Total		\$1,079	\$832***	\$193	

* Excludes expenditures prior to 2009.

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

*** The difference between this amount and the June 2010 estimate (\$841 million) is the result of updated cost estimates for Public Utility Relocation.

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	Funding sources
Construction Mitigation (S. Holgate Street to S. King Street Viaduct Replacement):	Ongoing through 2014	\$32.0	\$5.5	Funding is provided by WSDOT as part of the Alaskan Way Viaduct replacement.
<ul style="list-style-type: none"> • Transit service • Transit travel time monitoring • Demand management services 				
Transit Investments (bored tunnel recommendation):	Largely unfunded	\$190.0*	\$8.7	Sound Transit and grant funding for the Burien Park & Ride expansion and other smaller improvements.
<ul style="list-style-type: none"> • Transit pathways • Transit infrastructure • Transit operations annual cost 				

* 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 Jan. 31, 2011	Funding sources
East Marginal Way Grade Separation	Construction	\$50.4	\$39.2	This project is fully funded by Port of Seattle, federal, state and local sources.

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

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 and identified as the preferred alternative in fall 2010. The 2009 Legislature endorsed the bored tunnel recommendation and provided funding for it.

Accomplishments – January to March 2011

- Signed a design-build contract with Seattle Tunnel Partners (STP) in January for the proposed bored tunnel and issued Notice to Proceed 1 in February, allowing STP to begin preliminary design.

- In March announced a proposal to stabilize and support the Western Building in Pioneer Square in order to minimize damage to the building during bored tunnel construction.
- Briefed the Seattle Design Commission in March on changes to the south portal project footprint.

Looking ahead

- Continue coordination with the Section 106 Consulting Parties regarding the Memorandum of Agreement in accordance with the National Historic Preservation Act.
- Continue coordination with Seattle City Light (SCL) and Seattle Public Utilities (SPU) regarding the relocation and protection of city utility lines.
- Release the project’s Final Environmental Impact Statement in mid 2011.

Project cost summary (\$ in millions)

Project Phase	Governor's Proposed 2011 Budget	Expenditures Through Feb. 28, 2011
Program management/ Environmental impact statement	\$105.7	\$89.5
Right of way	\$126.9	\$66.8
Design-build project:		
- Design-build contract	\$1,349.7	\$0.0
- Contingencies (risk pool)	\$205.3	\$0.0
- Preliminary engineering	\$101.3	\$27.2
North and south access projects	\$121.7	\$3.4
Project subtotal	\$2,010.6	\$186.9
Utility relocation – City reimbursement	(\$50.0)	\$0.0
Project total	\$1,960.6*	\$186.9

* Slight difference compared to State projects table on page 2 is due to rounding.

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

Description

The southern mile of the Alaskan Way Viaduct, between S. Holgate and S. King streets, is being 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 to date – January to March 2011

- Demolished the first section of the viaduct, part of the SR 99 northbound on-ramp near Seattle’s stadiums.
- Relocated the SR 99 on- and off-ramps from First Avenue S. to S. Royal Brougham Way. Opened the new on-ramp in time for the Mariners and Sounders seasons.

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

- Built a new city street, East Frontage Road S., which provides access between the SR 99 detour ramps and S. Atlantic Street.
- Briefed the Seattle Design Commission in March on changes to the S. Atlantic Street overcrossing.

Looking ahead

- Complete construction of an SR 99 detour to keep at least two lanes of traffic moving in each direction during viaduct replacement construction.
- Southbound SR 99 traffic will begin using the SR 99 detour in late 2011. Northbound traffic will shift to the detour by mid 2012.

Project cost summary (\$ in millions)

Project Phase	Governor's Proposed 2011 Budget	Expenditures Through Feb. 28, 2011
Preliminary engineering	\$81.7	\$75.7
Right of way	\$44.6	\$42.4
Construction	\$268.5	\$51.7
Project total	\$394.8	\$169.8

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.

Recent accomplishments

- The project team, in cooperation with Waterfront Seattle, held the first meeting of the Central Waterfront Stakeholders Group in January. The Central Waterfront Stakeholders Group (which includes the Seawall Stakeholder Subgroup) will provide advice to the project teams throughout design and construction.
- Working with the public utilities (SPU and SCL) to draft a Memorandum of Agreement that outlines the departments' roles and responsibilities related to the seawall project.

- Working with the U.S. Army Corps of Engineers in a two-part process to identify the cost effective seawall solution.
- Finalized the technical memos that are the basis of the project's Environmental Impact Statement discipline reports. The team coordinated comments from the U.S. Army Corps of Engineers and various city departments.

Looking ahead

- Finalize local project alternatives and develop updated cost estimates based upon technical work and coordination with Waterfront Seattle, the U.S. Army Corps of Engineers, and the public.
- Develop 10 percent design for two seawall alternatives for the environmental process.
- Conduct organizational briefings - including a late April City Council briefing - and document suggestions heard through the past nine months of public outreach.

Mercer Corridor Project

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.

Recent accomplishments

- In September 2010 the City of Seattle signed an agreement with IRIS Corporation (Bill and Melinda Gates Foundation) for right of way needed to extend Sixth Avenue N. between Harrison and Mercer streets. Sixth Avenue N. will provide a connection to southbound SR 99 and will be routed along the eastern edge of the Gates Foundation campus. The agreement also includes a project coordination plan that will maximize efficiencies

for the Gates Foundation building, Alaskan Way Viaduct replacement, and Mercer West projects, and minimize construction impacts on the surrounding neighborhoods and traveling public.

- For Mercer East, continued installation of SCL distribution vaults and ductbanks on the north side of Mercer Street between Fairview and Ninth avenues.

Looking ahead

- Mercer West team will complete 30 percent design, including updated cost estimates, in April.
- Make a recommendation to the Mayor regarding potential improvements to West Mercer Place in May.
- Mercer East is expected to reach physical completion by second quarter of 2013.

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.

Recent accomplishments

- Construction of the new eastbound off-ramp at Fourth Avenue S. was completed and opened to traffic in August 2010. The reconstructed eastbound S. Spokane Street lower roadway opened in July 2010.
- The westbound on-ramp at First Avenue S. and the westbound off-ramp at Fourth Avenues S. were demolished and construction commenced on a new integrated on/off-ramp at First Avenue S.

- Major SCL and SPU utility relocations were completed in 2010.
- Drilled shaft work for the widened Spokane Viaduct was largely completed and about a third of the new bridge deck and a third of the lower roadway were paved by March.

Looking ahead

- The new westbound on/off-ramp at First Avenue S. is anticipated to be open by the fourth quarter of 2011.
- The widened portion of the structure should be nearing completion by the end of 2011, and repaving the deck of the old structure will commence.

Waterfront Seattle (Central Waterfront Public Spaces and Streets)

Description

Building on 10 years of public planning, Waterfront Seattle is a large-scale design process for a range of improvements to Seattle's waterfront covering 26 city blocks from S. King Street to Broad Street. The transformation of the waterfront is made possible by the need to replace the Alaskan Way Viaduct and Elliott Bay Seawall.

At the heart of Waterfront Seattle is a core project located in the Alaskan Way and SR 99 public rights of way. The core project includes:

- New public spaces along the waterfront and in Belltown.
- A new Alaskan Way surface street between S. King and Pine streets serving all travel modes.
- A city street connection between Alaskan Way and Elliott and Western avenues.

Recent accomplishments

- Finalized contract with design team led by James Corner Field Operations, supported by Shiels Obletz Johnsen, CH2M Hill and others.

- Launched new project website: waterfrontseattle.org.
- Coordinated initial waterfront design work with development of seawall preferred alternatives.
- Held opening public event in February at the Seattle Aquarium attracting more than 1,000 people.

Looking ahead

- Ongoing intensive design coordination with seawall project.
- Hold "Toward a Great Waterfront" public event in May featuring a presentation on initial design directions.
- Start moving electrical transmission lines off the viaduct in September 2011.
- Complete framework plan, concept design and initial project cost estimate by mid 2012.

King County Projects

Construction Mitigation (S. Holgate Street to S. King Street Viaduct Replacement)

Description

WSDOT provided funding to King County Metro for added bus service, transit travel time monitoring, and demand management strategies in downtown Seattle, West Seattle, Ballard/Uptown, Burien and Duwamish. 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.

Recent accomplishments

- Thirty-one new peak period trips on four routes to and from Southwest Seattle have helped improve morning and evening peak period transit capacity on SODO and West Seattle transit pathways by approximately 5 percent and 12 percent respectively, making commuting by transit more convenient.

- Started education and outreach program and marketing of travel options by launching pass programs and telecommuting training.

Looking ahead

- Continue to add bus trips to help increase transit capacity and provide faster and more reliable travel options during construction.
- Continue to implement demand management programs, including In Motion residential outreach projects in West Seattle, White Center, South Park and Georgetown, to provide travel and commute alternatives and reduce drive-alone trips on the most congested routes. This spring a county-wide travel options promotions campaign will begin targeting households and businesses in the SR 99 corridor.

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 transit service to downtown Seattle, to mitigate the loss of the downtown SR 99 ramps, and provide city street improvements including designated transit pathways to downtown Seattle to increase the efficiency and reliability of transit operations.

Recent accomplishments

- Improved Metro's trolley bus network by fully electrifying Route 36 in downtown Seattle.
- Secured federal funding to begin design work on south portal transit pathways to connect SR 99 to the downtown Third Avenue transit corridor.

- Secured funding and began construction of the Burien Park and Ride expansion, which will be completed this fall, adding 160 new parking stalls adjacent to the new Burien Transit Center.

Looking ahead

- Seeking funding for service enhancements to move people to and through downtown Seattle and capital investments for surface street and electric trolley bus improvements.
- Work on an agreement with the City for transit pathways from SR 99 to the Third Avenue transit corridor.

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.

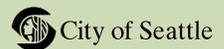
Recent accomplishments

- Major construction of the overpass spans began in February.

Looking ahead

- Major construction of the overpass spans will be completed in June.
- Project is on schedule for completion in fall 2011.

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



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