

Alaskan Way Viaduct and Seawall Replacement Program
Executive Oversight Committee – April 14, 2011
Meeting Summary

Executive Oversight Committee members in attendance:

- Gov. Chris Gregoire, State of Washington
- State Sen. Mary Margaret Haugen
- State Rep. Judy Clibborn
- King County Executive Dow Constantine
- King County Councilmember Larry Phillips
- Seattle Mayor Mike McGinn
- Seattle City Councilmember Tom Rasmussen
- Port of Seattle Commissioner Bill Bryant
- Port of Seattle CEO Tay Yoshitani

Agency staff in attendance:

- Paula Hammond, Washington Transportation Secretary
- Ron Paananen, WSDOT Alaskan Way Viaduct and Seawall Replacement Program Administrator
- Linea Laird, WSDOT Director of Central and North Projects
- Matt Preedy, WSDOT Director of South End Projects
- Ron Posthuma, King County DOT Assistant Director
- Peter Hahn, SDOT Director
- Bob Powers, SDOT Deputy Director
- Mike Merritt, Port of Seattle Manager of Local Government Relations

Agenda Item #1 – Welcome and Introductions

Gov. Gregoire welcomed committee members and the public to the meeting. Members of the committee and agency staff introduced themselves.

Agenda Item #2 – Program Investments - South

Partner agencies provided an overview of program investments in the south end of the SR 99 Alaskan Way Viaduct corridor.

City Project

SDOT Deputy Director Bob Powers provided an overview of the S. Spokane Street Viaduct Widening Project. The new Fourth Avenue eastbound off-ramp is complete, and the overall widening project is on schedule to be complete in 2012.

Port of Seattle Project

Manager of Local Government Relations Mike Merritt reported that the East Marginal Way Grade Separation Project is 70 percent complete. There have been approximately 61,000 labor hours tallied on the project, which will elevate traffic over the railroad tracks. Work should be complete in September 2011.

King County Projects

KCDOT Assistant Director Ron Posthuma explained that Metro Transit is operating 41 additional peak period bus trips and accommodating an additional 700 riders during construction to replace the Alaskan Way Viaduct's southern mile. In May the agency will launch an advertising program to promote travel choices.

Following updates from the partner agencies, committee members asked questions about transit ridership.

Agenda Item #3 – S. Holgate Street to S. King Street Viaduct Replacement Project

Update

WSDOT Program Administrator Ron Paananen provided an overview of the south end viaduct replacement, including construction progress and the May 2011 SR 99 lane reduction between the West Seattle Bridge and the stadiums. Recent construction milestones include relocating the SR 99 on- and off-ramps from First Avenue S. to S. Royal Brougham Way and buildings foundations for the new SR 99 southbound lanes.

Powers described how the agencies coordinate construction activities with the goal of maintaining public trust, identifying and managing potential conflicts, and keeping all transportation modes moving.

Committee members discussed construction coordination, worker safety, and project budgets and schedules.

Agenda Item #4 – SR 99 Bored Tunnel Project Update

WSDOT Director of North and Central Projects Linea Laird introduced members of Seattle Tunnel Partners (STP), the joint venture team selected for the SR 99 Bored Tunnel Alternative Design-Build Project. Manuel Ruiz, with Dragados USA, and Chris Dixon, with Tutor Perini, discussed the team's many years of experience building bored tunnels around the world. Currently, under the design-build contract's first notice to proceed, STP is doing preliminary design work to support the environmental review and permitting process. The project's Final Environmental Impact Statement (EIS) is scheduled for release in July. Multiple task forces have been established to manage processes such as maintenance of traffic and utility coordination.

Committee members asked about the status of the Western Building, which is along the proposed tunnel route in Seattle's Pioneer Square neighborhood, and the process for submitting the Final EIS to the City of Seattle and the Federal Highway Administration.

Agenda Item #5 – Program Investments North and Central

County Project

In support of the bored tunnel recommendation, Posthuma said the County has improved the trolley bus network by electrifying route 36, began construction of the Burien Park and Ride expansion and secured funding to begin designing transit pathways connecting the bored tunnel's south portal to the Third Avenue transit corridor. He indicated more funding needs to be secured.

City Projects

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Powers provided an overview of the Mercer Corridor Project. The first phase, Mercer East, is fully funded, under construction and on schedule. The second phase, Mercer West, is not fully funded, but has reached 30 percent design.

Powers also gave an update on the Elliott Bay Seawall project, which is on track to begin construction in 2013. There are opportunities to improve the environment and habitat as part of this project, which extends along the waterfront up to Virginia Street. A second phase would extend to Broad Street.

Powers informed the committee that James Corner Field Operations is creating a framework plan for the Waterfront Seattle project, which will create new public spaces along Seattle's downtown waterfront once the viaduct is removed. The City is working on funding for the project and is ensuring the seawall and waterfront projects are coordinated efforts.

There was discussion about funding related to the bored tunnel recommendation's \$190 million transit investment, the Mercer West project and the seawall. Committee members also asked about the finance plan for State projects, potential public/private partnership opportunities and seawall and waterfront coordination with Colman Dock.

All meeting materials are available on the program website:
www.wsdot.wa.gov/Projects/Viaduct/POCmaterials.htm.