

Alaskan Way Viaduct Replacement Program  
South Portal Working Group – Nov. 7, 2012  
Meeting Summary

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**Working Group Attendees**

- Linda Anderson, Amalgamated Transit Union
- Kris Breton, Compass Housing Alliance
- Alan Cornell, Nitze-Stagen
- Don Newby, Burien
- John Odland, MacMillan-Piper
- Vlad Oustimovitch, West Seattle
- Susan Ranf, Seattle Mariners
- Ed Shilley, Nucor Steel
- Herald Ugles, International Longshore and Warehouse Union and Pacific Maritime Association

**Working Group Members Not in Attendance**

- Michael Beranbaum, Joint Council of Teamsters No. 28
- Barb Chamberlain, Bicycle Alliance of Washington
- Jerome Cohen, West Seattle Chamber of Commerce
- Jan Drago, The Alliance for Pioneer Square
- Jason Handaly, Sound Produce
- John Huey, American West Bank and Duwamish Transportation Management Association
- Ron Kieswether, Oak Harbor Freight Lines
- Adam Link, CenturyLink Field and Event Center
- Marty Oppenheimer, South Park
- Lisa Quinn, Feet First
- Pete Spalding, Delridge

**Agencies and Staff in Attendance**

- Linea Laird, Washington State Department of Transportation (WSDOT)
- Matt Preedy, WSDOT
- Russ East, WSDOT
- Ron Posthuma, King County Department of Transportation (KCDOT)
- David Hull, King County Metro
- Mike Merritt, Port of Seattle
- Bob Chandler, Seattle Department of Transportation (SDOT)
- Mike Johnson, SDOT

**Agenda Item #1 – Welcome and Program Updates**

WSDOT Program Administrator Linea Laird welcomed everyone to the meeting and led introductions. She noted that the Elliott Bay Seawall Project bond measure had passed and SDOT expects to have a contractor on board by December 2012. She also reviewed the progress on action items from the previous working group meeting.

Don Newby: Ferry employees are not conveying the current loading zone information to customers.

*Answer: We can improve communication with ferry employees so that people are aware of the new loading zone. We will also be installing kiosk signs to direct pedestrians and will post this same information on our website.*

### **Agenda Item #2 – South End Construction**

WSDOT Deputy Program Administrator Matt Preedy informed the group about the new program website and encouraged feedback about it from the working group members. He noted that the deadline for the contest to name the tunnel boring machine (TBM) was Wednesday, Nov. 14. He discussed preparing the tunnel launch pit, building tunnel support walls north of the launch pit, the new South Holgate Street to South King Street bridges that were completed in September 2012, current South Atlantic Street overpass construction and future changes to the construction bypass.

SDOT Assistant Director of Strategic Projects Bob Chandler informed the group that the Spokane Street Viaduct Widening Project is complete. He also updated the group on the Airport Way South Viaduct rebuild project, which will be complete in early 2013.

Susan Ranf: Will the new construction bypass configuration have an off-ramp to First Avenue South?

*Answer: Yes, there will be a First Avenue South off-ramp.*

Herald Ugles: Will trains impact drivers' ability to exit at the First Avenue South off-ramp?

*Answer: Trains would only impact drivers turning right from the First Avenue South off-ramp.*

Don Newby: When you reconfigure the bypass, will you install signage on the Alaskan Way Viaduct far north of the First Avenue South exit so that people wanting to exit know that they need to get to the right lane?

*Answer: Yes, we added supplemental signage for the current configuration for that reason, and will do so again.*

John Odland: Can you consider installing left turn signals on southbound First Avenue South at South Horton Street?

*Answer: We will look into it.*

### **Agenda Item #3 – North End Construction**

Matt Preedy gave an update on north end construction including the tunnel receiving pit and street closures near the north portal because of construction. He offered to give an update on the Mercer Corridor Projects at the next working group meeting if the group members were interested.

Linda Anderson: I've received a lot of comments from Metro drivers who are getting stuck on Mercer Street for half an hour and I would appreciate some information on the projects' status and if improvements are expected.

### **Agenda Item #4 – Other SR 99 Tunnel Construction**

Matt Preedy discussed the SR 99 Tunnel Project's monitoring program, outlining the construction monitoring area and explaining how WSDOT is protecting structures along the tunnel route by installing a satellite monitoring system and other monitoring equipment on buildings and in the street right-of-way. Matt explained some of the equipment the monitoring team will use, including the automated

survey machines, monitoring points on buildings and interior building monitoring equipment. He also gave an update on TBM construction in Japan.

Herald Ugles: What is the procedure when any of this monitoring equipment detects movement?

*Answer: If the movement is deep underground we can change the pressure on the TBM head to better control the soil at the front of the machine. We can also inject grout through the liner and the shell of the TBM.*

Herald Ugles: How much time do you have in your schedule to accommodate for adjustments that need to be made to the face pressure or other settlement-prevention measures?

*Answer: Our contractor Seattle Tunnel Partners' schedule accounts for time needed to make any necessary mitigation adjustments. They expect tunneling to last for 14 months.*

Herald Ugles: Is WSDOT responsible for repair costs?

*Answer: Yes. WSDOT and Seattle Tunnel Partners have agreements that outline our shared responsibility to cover costs for damages.*

Vlad Oustimovitch: How many in-ground monitors will you be installing along the tunnel route?

*Answer: This will vary based on the nature of the soil and how close the TBM is to the surface. There will be at least one on every block and one on every side street. There will be daily meetings to assess the information collected by the monitors.*

Vlad Oustimovitch: While the TBM is digging the tunnel, will you probe for voids in the soil and will the machine stop if you find one?

*Answer: We can look at what's happening on conveyor belt that removes soil from the machine and can adjust the pressure if too much soil is coming out. In the rare instance that this doesn't solve the issue, the machine can come to a full stop.*

John Odland: Was the monitoring program for the Third Avenue Transit Tunnel this extensive?

*Answer: While there was a lot of monitoring associated with construction of that tunnel, some of the technology used here is new since that project. Another difference is that the machine used in that project was open faced, not under pressure, and a smaller diameter.*

Vlad Oustimovitch: Is the monitoring equipment installed by WSDOT or by a contractor?

*Answer: All monitoring is our contractor Seattle Tunnel Partners' responsibility, which has a specialist subcontractor to do the work.*

Don Newby: Does WSDOT have someone overseeing the TBM construction in Japan?

*Answer: Seattle Tunnel Partners has six employees monitoring TBM construction in Japan. WSDOT will send a representative to monitor the TBM's testing and then Linea Laird will go to Japan to witness the final tests.*

Don: How many ships will be used to deliver TBM?

*Answer: Only one ship is needed to bring the 41 pieces of the TBM here. The ship will have two 900-ton cranes and will dock at the Port of Seattle's Terminal 46.*

Ed: What company is supplying the tunnel liner segments?

*Answer: The molds for the segments come from a company in France. The segments will be constructed from these molds by a joint venture of FPS and Encon at a plant in Puyallup. They will be transferred to the tunnel construction site by regular trucks.*

Don: Is each segment tracked with serial numbers and does each have a pre-designated spot in the tunnel?

*Answer: Each segment is numbered for quality control purposes. Most of the segments are designed to fit anywhere in the tunnel and are interchangeable. There are some that are different for when we need to grout through the tunnel lining.*

Vlad Oustimovitch: How is the curve of the tunnel made?

*Answer: The liner can tilt depending on the orientation of each ring of segments.*

Don Newby: How much does one tunnel liner ring weigh?

*Answer: A little less than 20 tons.*

Herald Ugles: Where will the liner segments be staged?

*Answer: Most will be staged on the tunnel construction site, but we are looking for other sites as well.*

John Odland: How many trucks per day will come to the tunnel launch pit site to deliver the segments?

*Answer: About 30 trucks per day, perhaps more at the beginning.*

#### **Agenda Item #5 – Working Group Member Feedback**

Linea Laird gave the group the opportunity to provide additional feedback.

John Odland: How much bentonite will you bring in for the tunnel project? We already handle a lot of rail cars of bulk bentonite and that would be a good way to deliver what's needed for the project.

*Answer: We will have a bentonite plant on site, and the material will probably be delivered by trucks.*

Susan Ranf: At the last working group meeting someone from King County Metro mentioned that service on First Avenue South would be resumed at the end of the project. The problems of congestion on Edgar Martinez Drive South will be improved next year with the completion of the South Atlantic Street overpass. Can King County Metro reinstate their First Avenue South route earlier than planned?

*Answer: That is something we can look at, but travelling through Pioneer Square continues to be a problem.*

Herald Ugles: How would construction of a new arena affect your current construction plans?

*Answer: We are looking into that. There will be scoping meetings where there is opportunity for the public to comment on the project.*

Don Newby: I think that given the complexity of this program, it's gone extremely well so far and I think that it's great that you're on time and budget. The new website looks good, and you should announce it in a newspaper to attract more people to it. I suggest you make it easier to find information about the Advisory Committee on Tolling and Traffic Management, including a list of the committee's members with their affiliations. At a future working group meeting I would like to be briefed on the new

Alaskan Way and the anticipated transportation issues associated with Elliott Bay Seawall replacement construction.

*Answer: We can bring information on the provisional construction plans for the Elliott Bay Seawall Project and information about the Waterfront Seattle Project.*

### **Agenda Item #6 – Construction in 2013**

WSDOT Northwest Regional Administrator Russ East explained the timing and extent of closures for the SR 99 Spokane Street Overcrossing Replacement Project, also known as the Timber Bridge. This project will be under construction from January 2013 to July 2014. He also informed the group about the I-5 Special Bridge Repair project, noting that expansion joints on the ramps connecting the West Seattle Bridge, Columbian Way and I-5 will be replaced from January through July 2013.

Ed Shilley: Will the detours from I-5 accommodate large freight trucks?

*Answer: Yes. We encourage feedback on our planned detours. All of our closures will occur on weekends.*

Linda Anderson: Will the route from Beacon Hill to West Seattle be closed?

*Answer: Not every time and there will always be a detour in place.*

### **Agenda Item #7 – Fall Metro Transit Service Update**

King County Metro Supervisor of Service Planning David Hull gave an update on Metro's recent service changes, including the addition of the RapidRide C and D lines and the termination of the Ride Free Zone. He noted that Metro has experienced a number of challenges with the RapidRide lines, including crowding and unreliability. Ridership numbers have increased more than expected on the C line. Metro has added C line trips that originate in Belltown to solve some of these issues and will continue to monitor and respond to problems on the RapidRide lines.

Vlad Oustimovitch: What are the total ridership figures per day from West Seattle, before and after your October service change?

*Answer: The RapidRide C line is now carrying 900 riders in the peak periods, which is up from 600 riders on the 54 express.*

Vlad Oustimovitch: You removed or reduced a lot of other routes from West Seattle, which pushed people onto the RapidRide C line. Please provide the total ridership figures of all West Seattle routes. Also, there is no schedule for the RapidRide C line, the arrivals are unreliable, and One Bus Away can't be used. We are now using a 1970s concept of transit. There is a lot of unhappiness in West Seattle because of these changes.

*Answer: We are looking at publishing a schedule.*

### **Agenda Item #8 – Action Items and Adjourn**

Linea Laird wrapped up the meeting. The presentation will be available on the program website, and the meeting summary will be emailed to the working group members.

Action items:

- Consider adding a left turn signal from southbound First Avenue South to South Horton Street.

- Include update on Mercer Corridor projects at next south portal meeting. Check in with King County Metro regarding delays and other bus impacts during construction.
- Report back on amount of bentonite being used and how it is being transported to the SR 99 tunnel construction site.
- Consider moving Metro transit routes back to First Avenue South before SR 99 tunnel project completion.
- Continue to advertise the new AWW website. Consider making tolling information easier to find on the site and highlight the committee members and how they were chosen.
- Provide update at future meeting on seawall construction.
- Provide total ridership numbers for West Seattle Metro trips before and after fall transit changes.