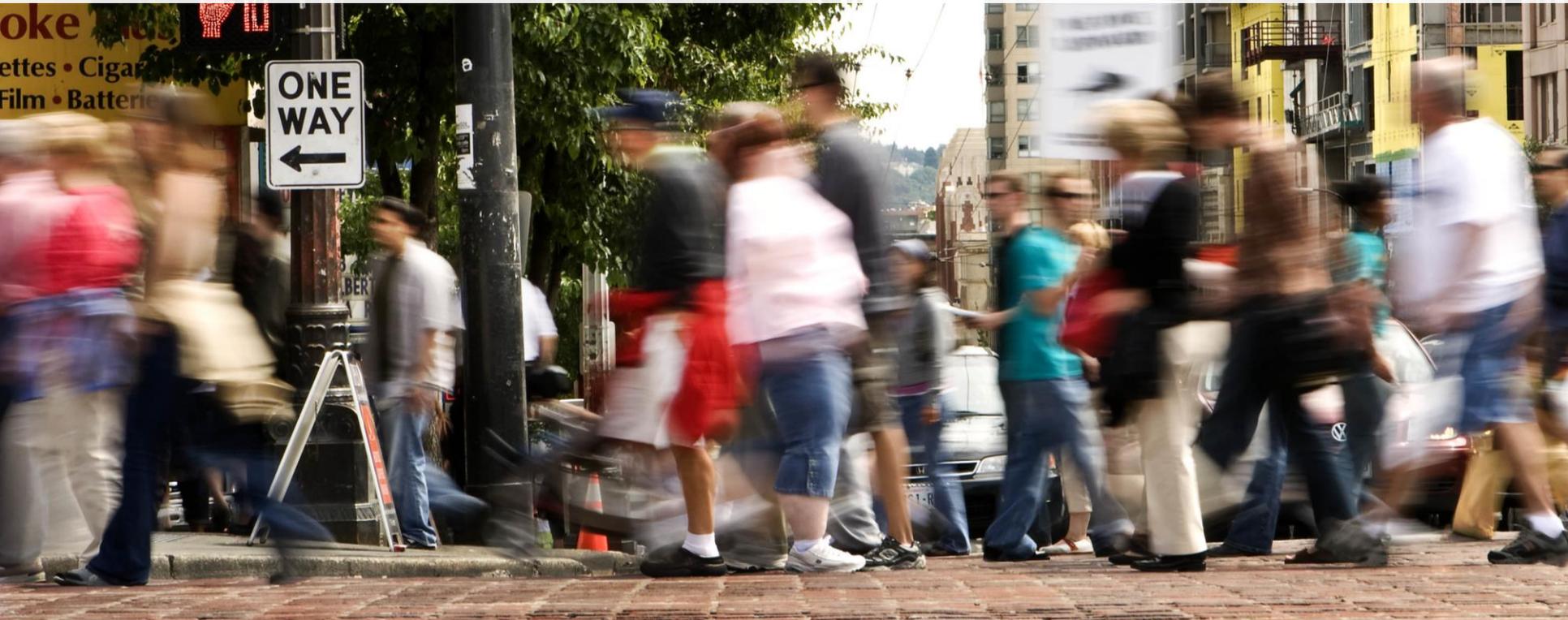


Seattle Department of Transportation/Seattle Public Utilities

Report to the Central Waterfront, Seawall, and AWW Replacement Program Select Committee



Scott Kubly, SDOT
Ray Hoffman, SPU
January 12, 2015

Presentation overview

- SDOT update on activities related to rescue shaft settlement
- Viaduct closure plans:
 - Immediate
 - Mid- and long-term
- Independent evaluation of viaduct
- SPU steps to reduce risk and monitor infrastructure and ground settlement
- SPU survey work

Update on SDOT activities related to AWW rescue shaft settlement

- Unified Command emergency response structure still in place
- Weekly multiagency conference calls with City departments, WSDOT, KC Wastewater, KC Metro, PSE continue
- SDOT planning unit developing immediate, mid-term and long-term closure plans
- SDOT conducting independent analysis of viaduct structure

Immediate closure plan

- SDOT has an immediate/near-term closure plan that can quickly be made operational
- SDOT, SPD, KC Metro, WSDOT provided input to plan
- SDOT work instructions and SPD posting plans ready to implement
- Emphasis on keeping transit moving to/through downtown (parking restrictions, signal timing modifications)
- Plan includes alternate routes for SODO – Ballard truck trips
- Should be supplemented by strong interagency communications strategy

Mid- and long-term closure plans

- Mid-term plan under development
 - Continue most near-term closure strategies; transition to sustainable solutions (e.g., permanent signs)
 - Will include
 - strategies with partner agencies (KC Metro, WSDOT, WSF)
 - a robust toolbox of TDM strategies, incentives
 - identification of significant policy implications and/or resource requirements (e.g., additional transit service; park and ride options in outskirts)

Independent evaluation of viaduct structure

- CH2MHill has been retained to provide the independent review of Viaduct. Estimated cost is \$155,000
- Effort coordinated with SPU consultant work
- Expect to get all City and WSDOT documents to CH2MHill by January 12th to start review
- This work will provide an assessment of existing structure and expected impacts of future tunnel-related construction to structure

Seattle Public Utilities

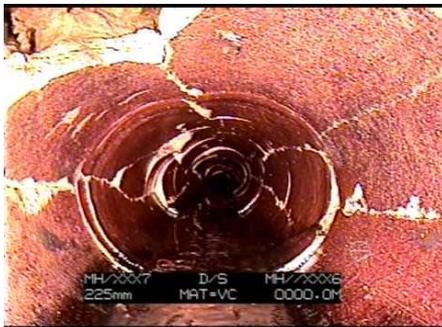
SPU has taken steps to reduce risk and monitor infrastructure and ground settlement.

Water Transmission and Distribution (Map Provided)

- A three-valve zone isolation has been implemented to reduce flow to the impacted area.
- Leak detection equipment has been installed throughout the zone.
- Response plans are complete through coordination with Unified Command to protect, repair, and restore water service.

Drainage and Wastewater (Map Provided)

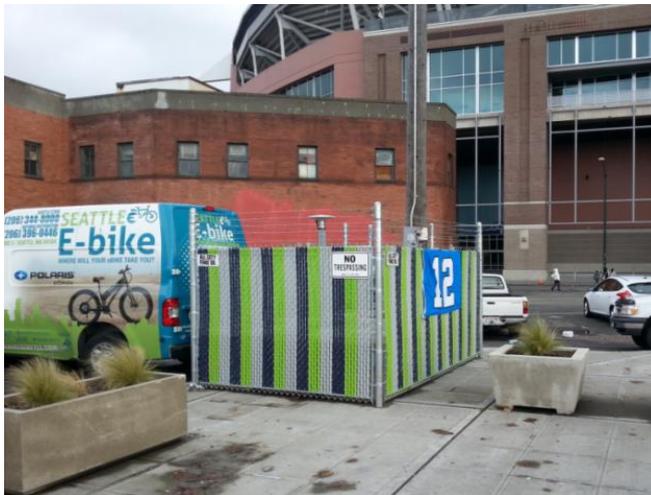
- Initial Closed Circuit TV Inspection is complete and shows no significant defects.
- Response plans completed which consider equipment, materials, and staffing for pump and bypass and repair.



Seattle Public Utilities

Project/Survey

- SPU Survey has confirmed WSDOT's findings showing ground settlement in the area has occurred. One point on a 20" cast iron water main on Western Ave exceeds criteria in the MOA. Several other large water mains appear to be near the maximum criteria.
- SPU Project and Technical staff participate in the Survey Task Force, exchanging data with other departments and WSDOT.
- Conventional Survey work continues.



- Additional GPS monitoring and Ground Based Radar deployment increase SPU's ability to monitor ground settlement and impacts to infrastructure.

Questions?

Jonathan.layzer@seattle.gov | (206) 684-5300

