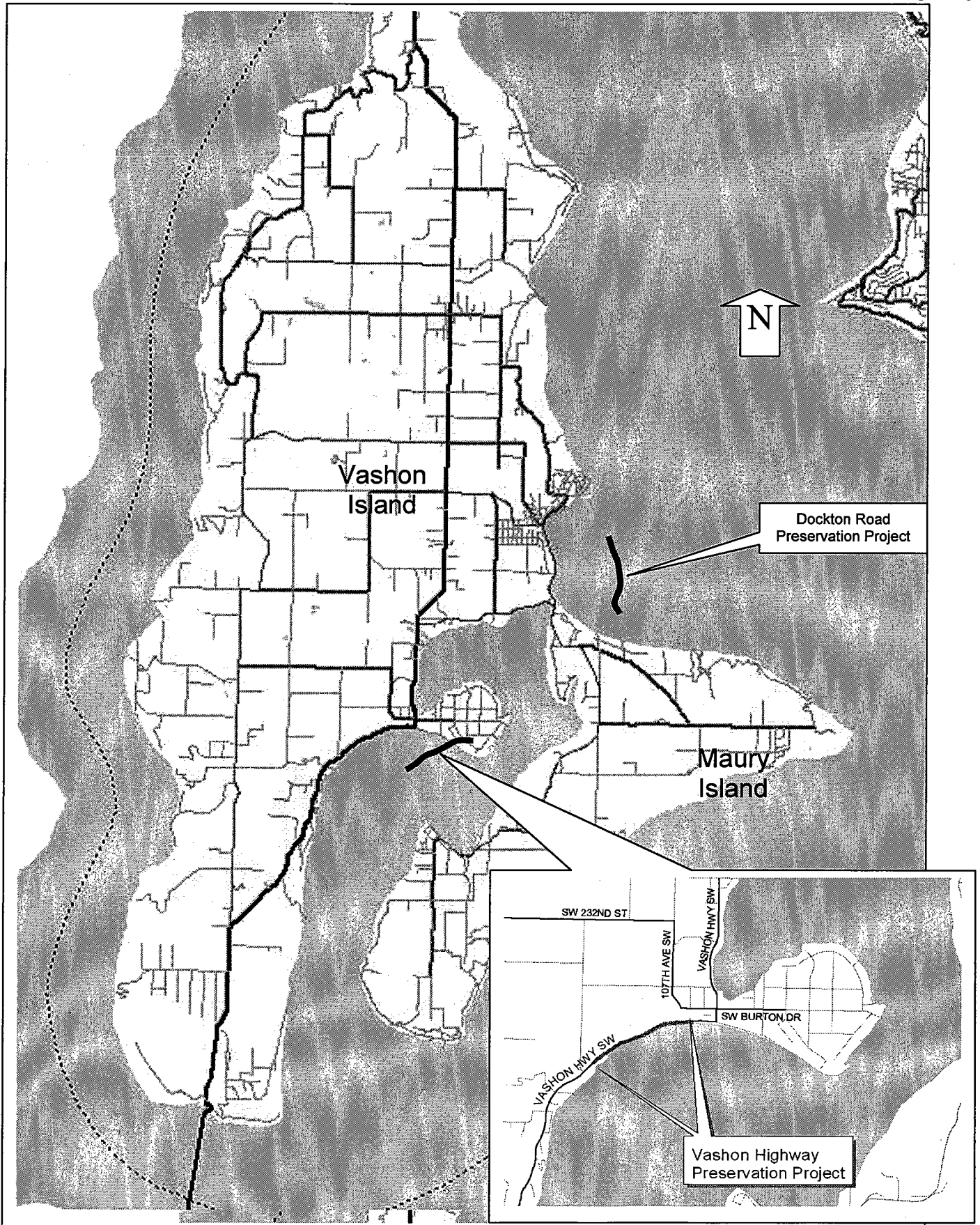


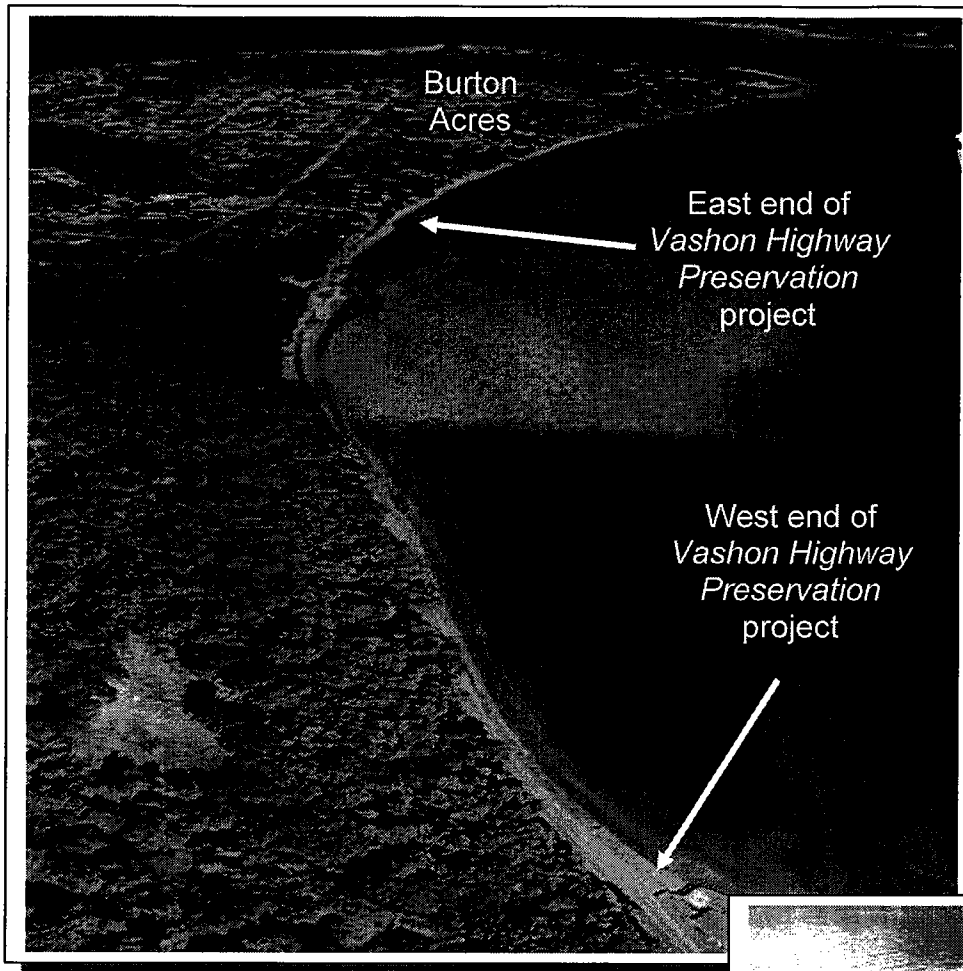
Vashon Highway Preservation Project

Vicinity Map

2007-237

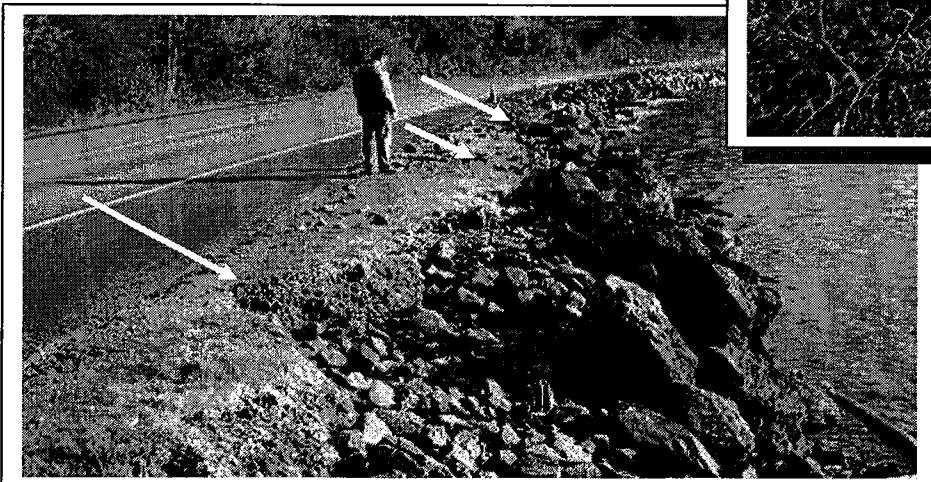


Vashon Highway Preservation project



Looking east at Vashon Highway and Quartermaster Harbor.

Typical void due to rock wall erosion.



Looking east at numerous scour areas along seawall. Arrows indicates rock wall failures.

Budget Provisos – Ordinance 15652
Section 58 – Roads
Section 120 – Roads Capital Improvement Program

Work Plan - Vashon Highway Preservation project (CIP 300310)

The Vashon Highway seawall supports 3,200 feet of Vashon Highway SW, a principle arterial that serves the entire island. This seawall is in poor condition and has been identified in the 2006 King County Vulnerable Road Segments report as a top candidate in need of improvements. The loosely constructed rockery varies in height from three to 10 feet. It is composed of poor quality rock and is exposed to southern wave action that repeatedly damages portions of the wall every year.

The work plan is in response to two provisos of Ordinance 15652, Section 58 - Roads and Section 120 – Roads Capital Improvement Program. The work plan outlines the alternatives analysis and the determination of the environmental process necessary to select a preferred alternative.

Scope of Work

Evaluative criteria will be utilized in this analysis to study and compare the alternatives. The alternatives to be examined include reconstructing the seawall and road generally in their current alignment, examination of potential alternative routes, partial or full closure of the road, and a “no build” alternative that perpetuates the past practice of repairing damage as it occurs. Because there are alternate routes around this segment of Vashon Highway SW, it is possible to study the closure of this segment by rerouting traffic to alternate roadways.

Towards the conclusion of the alternatives analysis, the appropriate environmental process needed to determine a preferred alternative will be established. This environmental process will be followed to completion, resulting in the selection of the preferred alternative that best meets the needs of the Vashon Highway Preservation project.

Tasks

The following tasks implement the scope of work:

- Coordinate and manage all aspects of work, attend meetings, resolve issues, confirm accuracy and overall quality of the work and deliverables, and complete work on time and within budget.
- Develop an Alternatives Analysis that will study three or more alternatives including a “no-build” option and alternative roadway alignments.
- Inform the public of the alternatives and solicit their input through public meetings.

- Perform conceptual engineering design to further develop and evaluate alternatives for the purpose of refining structure design, identifying alternate routes and improvements needed, developing cost estimates, aiding public involvement processes and decision making.
- Develop a life cycle cost analysis for each alternative.
- Develop an alternatives comparison matrix, detailing each alternative and discipline.
- Transmit alternatives analysis report to Council
- Determine which alternatives warrant further study and recommend the appropriate environmental process --
- Complete Environmental review process resulting in preferred alternative (see section below entitled "Selecting the Preferred Alternative through an Environmental Review Process").
- Propose preferred alternative capital project for Council consideration in the budget process.

Evaluative Criteria

The following criteria will be used after the development of each alternative to evaluate the alternatives:

- Traffic Operations (Operating Efficiencies)
- Environmental Impacts
- Community/Social Elements
- Traffic Impacts, including Non-motorized Elements
- Historic/Cultural Resource Elements
- Hazardous Material Impacts
- Construction Duration and Impacts
- Project Costs (Cost Efficiencies)
- Life Cycle Costs

Selecting the Preferred Alternative through an Environmental Review Process

Projects such as the Vashon road projects are subject to state and federal environmental policies that regulate the review of project alternatives and the selection of the preferred alternative. . Based on the assumed absence of federal funding for this project, it is anticipated that the National Environmental Policy Act (NEPA) will be applied under the U.S. Army Corps of Engineers (Corps) permit nexus and the Corps would likely consider this project to be Categorical Excluded (CE) under NEPA. However, the project would not be exempt from compliance with Washington State Environmental Policy Act (SEPA).

After the Alternatives Analysis report is submitted to Council, three environmental processes are possible in determining the preferred alternative:

1) SEPA Environmental Checklist

At a minimum, an Environmental Checklist would be required to determine whether a Determination of Non-significance (DNS) was required. This process would take the shortest amount of time to complete, roughly six months.

2) NEPA Environmental Assessment

If a NEPA EA were considered necessary, the Corps would assume responsibility for completing that process and the timeframe necessary to complete that could be in the one to two year range. This decision is entirely in the hands of the Corps acting as the NEPA Lead Agency.

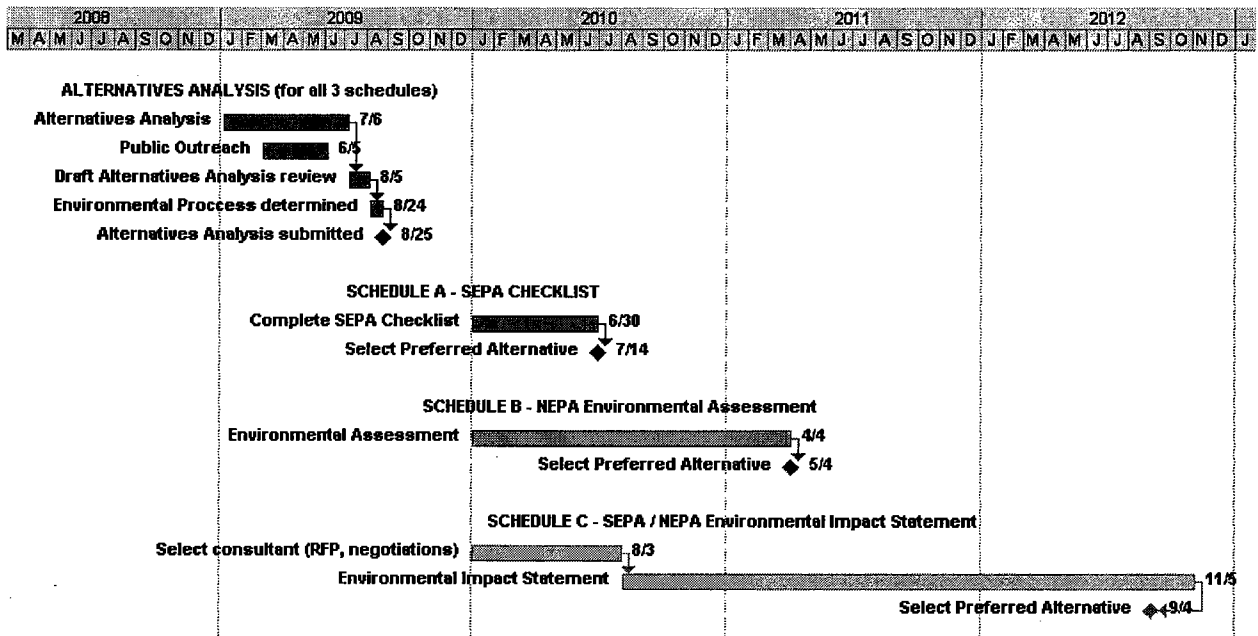
3) SEPA / NEPA Environmental Impact Statement

If the potential impacts of the preferred alternative were considered to be of enough significance, an EIS could be required under SEPA and/or NEPA. King County would then act on its own behalf as the SEPA Lead Agency, with the Corps assuming responsibility under NEPA. The EIS could take two or more years to complete.

Schedule Impacts

Three possible schedules could result from these three environmental review scenarios. It is important to note that all three schedules are very preliminary and all assume there is no appeal of the documents. Further, the Vashon Highway Preservation project is programmed for funding in the CIP beginning in 2010 and development of alternatives, analysis, and evaluation will not begin until 2009.

Vashon Highway Preservation schedules



Budget Estimate to Arrive at Preferred Alternative

The following table shows the potential range of costs of arriving at a preferred alternative through each of the three possible environmental review processes.

Alternatives Analysis (Applies to all processes)	\$300K	Analysis, public outreach, determination of environmental process
Schedule A Scenario – SEPA Checklist	\$50K	6-month effort with public comment
Schedule B Scenario – NEPA Environmental Assessment (EA)	\$700K	17-month effort with public comment
Schedule C Scenario – SEPA / NEPA Environmental Impact Statement (EIS)	\$2.2M	Consultant selection, 2+ year EIS development

The six year capital improvement program for each of the Vashon projects will be adjusted in the 2008 or 2009 budgets based on updated cost information. This budget process update will ensure that the proposed budget includes funding for the alternatives analysis and the environmental review process.