



Fremont Siphon Sewer Project

Public Meeting Summary

November 30, 2010 6:00 – 7:30pm

Fremont Public Library, 731 N. 35th Street, Seattle, WA 98103

Overview

On November 30, 2010, the King County Wastewater Treatment Division (WTD) hosted a public meeting for the Fremont Siphon Sewer Project, which is located under the Lake Washington Ship Canal between the neighborhoods of Fremont and Queen Anne. The meeting was intended to present the four recommended alternatives for replacement or rehabilitation of the siphon, review the County's decision process for the project, describe how King County works with communities during design and construction, and discuss next steps in the project.

16 members of the public attended the meeting.

Presentations

Through presentations from the project team, meeting participants learned about the recommended alternatives for either rehabilitating or replacing the Fremont Siphon. The project team reviewed combined sewer overflows (CSO), general operation of the Fremont Siphon, and the structure and contents of the utility tunnel. The presentation concluded with an overview of how King County will communicate with neighbors during design and construction. The presentation and other relevant materials can be found at:

www.kingcounty.gov/environment/wtd/Construction/Seattle/FremontSiphon/Library.aspx.

Before the presentation, there was a period for meeting attendees to view display boards, ask questions of the project team, and express concerns related to design and construction of the proposed project. Afterwards, meeting attendees had the opportunity to once again view the display boards set up around the room and to ask further questions of the project team. Flip charts were used along with meeting minutes to record questions and answers.

Meeting attendees were informed of and encouraged to use a variety of methods for submitting questions and input, including the following:

- Web: <http://www.kingcounty.gov/environment/wtd/Construction/Seattle/FremontSiphon.aspx>
- Email: Monica.vandervieren@kingcounty.gov
- Phone: 206-263-7301
- Comment forms (available at the public meeting)

Meeting attendees were encouraged to ask questions, express concerns, and provide input. King County staff indicated that input is always welcome and will be used throughout the project design process.

Summary of Questions and Input

Questions, feedback, and discussion from the meeting attendees are summarized below.

How deep is the tunnel?

Approximately 80 feet deep.

What is the diameter of the proposed microtunnels?

The microtunnels are approximately 60-84 inches in diameter, depending on the alternative.

How long will construction last?

Construction duration will depend on the alternative chosen and field conditions. Right now it is assumed the major construction will take approximately one year to complete, with total project construction lasting 18 months to two years.

Will any of the construction take place on Army Corps of Engineers (Corps) property?

There will be few impacts to Corps property, however working with the Corps for permitting is likely.

If the existing tunnel is drained as part of construction, would water refill the tunnel over time?

Possibly some groundwater would seep into the tunnel.

How will the parks on the north side of the Ship Canal be impacted?

The impacts to Fremont Canal Park (north side of Ship Canal) are about the same for each alternative. The area will be used for construction traffic in all alternatives.

In alternative #4 [Maintaining Current Alignment Using Existing Pipes] could a portion of the old pipe dislodge and clog the system?

This is a risk. If this occurred, divers would be sent down to clear the clog. One of the pipes may need to be shut down while the material is being removed.

What are the seismic risks?

The existing tunnel has survived at least three large earthquakes, and has shown no damage during inspection. A larger earthquake may have impact on tunnel, especially at the connection of the vertical shaft and horizontal tunnel. If work is done in the tunnel, this joint will be strengthened while tunnel work is underway.

Would construction occur 24/7?

This is unlikely. Local ordinances govern construction hours. The County will give early notice when there are changes to the normal construction schedule.

The siphon is almost 100-years old. What happens if it breaks significantly? What are the likely failures?

King County has no reason to believe this siphon will fail, nor are any particular failure modes likely. However, the County will have a rapid response if such an event occurs. Flows will be shut off and rerouted. If there were to be a wastewater backup, overflows would discharge into the Ship Canal, not residential neighborhoods.

Please consider the Fremont public event calendar during planning stages, and take note of community events like the Fremont Solstice Parade and Fair and Oktoberfest.

The County is already checking these dates against the proposed construction calendar.

Why not build the new tunnel next to the old tunnel?

Contractors looked into this, and determined there is not enough space on either side of the canal to stage construction (the original tunnel was built before the Ship Canal existed). Also, moving the tunnel further west allows the use of King County property. A new crossing would be relatively near the existing tunnel, approximately 150 feet away.

Does one alternative work better than other for controlling odor?

No.

Closing

The project team thanked the participating citizens for their active involvement in the planning phase of this project. Citizen input is very important to informing the decision process, resulting in a recommended plan for the siphon that will meet the needs of the community, which is why the County is starting the conversation with the community now (construction will begin in 2014). Staff encouraged the audience to remain involved and continue to provide input.

Fremont Siphon Sewer Project Team Attendance

King County Wastewater Treatment Division

Pam Elardo, Will Sroufe, Monica Van der Vieren, Erika Peterson

MWH Global

Bill Cranston

Jacobs Associates

Jeremy Johnson

EnviroIssues

Penny Mabie, Lauren Stensland, Kerston Swartz