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Good afternoon, this is Andrew Munoz, I am the chief of public affairs for the U.S. Army Corps of Engineers. We are going to get started for our public meeting today for the seawall replacement at Emma Schmitz Memorial overlooked. This is our virtual public meeting to kick off the mobilization and construction in the next couple of weeks.

Today's presenters will be Jeff Dillon, project manager for the U.S. Army Corps of Engineers, Garrett Farrell, Senior capital projects manager for Seattle Parks and Recreation, Jenna Cunningham, project engineers for the Army Corps of Engineers, and the fourth, project designer for the Army Corps of Engineers.

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Just him items, for those of you on WebEx, to activate closed captioning, click the continue button. Commuter audio, all you have to do is click the microphone icon. To turn your web con web camera on and off, click the camera icon. To chat, you can click the chat bubble icon and your chat screen will appear on the right-hand side. If you would like to exit the meeting, you click the X icon.

Our agenda today will be over the purpose and overview of the project, project features, then we will talk about what to expect during construction and provide contact information and address any questions. I will turn it over to Jeff Dillon to go through a brief overview of our project.

It afternoon everybody, this is our second virtual public meeting to go over the Emma Schmitz Memorial Park seawall replacement. Some of you may have joined on our last call, but there may be new folks. We will move through the slides quicker than before. I don't want to short anybody. You can see an overview of the Memorial Park seawall that will be replaced, we replaced the full length of it. This was taken at low tide. Just a couple photos here we will move through showing the existing condition of the seawall. You can see the degraded nature of the steel uprights and the concrete as well starting to break down a bit. Looking to the north along the seawall, that series of conditions exists with some erosion you can see as well. A couple one more slides, one from the top looking down, you can see this deep grass slope many folks are familiar with and the improvised lived above the seawall. On the right side is another look at the degraded condition of the lagging, square blocks and the horizontal or vertical steel pilot.

Just to the north of our project, you can see there was an emergency fix done in 1998. The seawall failed and was fixed with inclusion of rock. Our approach will be a new seawall, rather than extension of that material. The upper slide from 1977, you can see what the seawall looked like before that failure occurred.

For anybody that might be New or missed something, any questions on the overview?

If you have dialed in, you can unmute by dialing star six. Dial star six to unmute your line to ask a question.

Things, Andrew. Before we get too far more into the slide deck, just real quick background on the project, it is done under section 103 under our continued authorities program cautionary between the Corps of Engineers and the city of Seattle Parks and Recreation. They have been dealing them with this for a while. I don't know Garrett if you want to add additional context to your perspective?

This is Garrett with Seattle parks. Just for the folks that are not familiar with the project, the army corps of engineers joined us in a public meeting a year ago in July talking about the design and we are mobilizing 12 months later. That speaks both volumes to the importance of the repair, or replacement of the seawall. For those of you that do not know, this seawall protects your main sewer trunk line owned by Kings County. That is why this is a critical piece of infrastructure that has been a priority for the Army Corps to design and construct this seawall. They have made haste to get a package together and get it awarded and are moving to try to make this key piece of infrastructure happen here.

Thank you, Garrett. This is Jeff Dillon, p.m. with core. I equal all of those sediments. It is important for us. We are happy to report that we are able to start mobilizing earlier than we planned. Although maybe not as early as we wanted. We are moving out. Some folks who have driven by the site or live nearby may have starting to notice equipment, fencing and things starting to arrive. One thing before we get into the features, I did notice there was a report from our construction oversight folks who were there often that we are seeing a little bit of vandalism on the site and tagging. Probably nothing new to you guys that live nearby. That does happen. As you go through this, I ask would be to help us keep track of that. If you see anything, let our folks on the site now and we will try to deal with that.

With that, for project features, Lee Ford, I will turn it over to you.

Things, Jeff, this is lead Ford, civil engineer and technical lead for the project. The solution to this opportunity was to construct a new seawall in front of, there were pictures earlier of a concrete footing of the existing law. We are placing a new wall directly in front of it. It will be a series of piles drilled a specific distance on center in front of that existing footing. Between the piles will be a concrete lagging. Between the new wall and the old wall, we plan to place a gravel fill in between the wall piece. I guess the water word of the wall. We proposed a rock blanket to stabilize erosion from oil run up. The wall that will stick vertical from the rock length is a bout a little over 10 foot tall. We are looking at a plan view. Looking down from above at the project south on the south end, you will see our project line is important. I think especially on the southern end, you can see it doesn't extend into the adjacent structure. The idea to tie and the new wall on the side is a concrete plug at the south end of it that eliminated the need for a structural tie and to the residential structure. Maybe we will get into that little kid, there is some tie and of the rock at the area, that is a good one. You can see at the base of the wall and existing wall, we are trying to prevent a note for ways to erode into the base of the wall at that point. We are proposing a blanket around the water board side of that structure. You can see on this slide, the project limit ends before the residential. They show some of the grading and shows some of the slope of the Purple Heart proposed rock blanket wall will be more gentle or less slope of the landlord side of the wall. The existing condition is very steep. This is not as steep. Go back to the other slide. This is a good one. If we are looking at three sheets as we move along the wall, this is the midpoint of the proposed law. On this land, you can see a sidewalk tying into the existing sidewalk on both ends of the project. This is the middle where it slopes down to where the wall is. There is a little bit of a wider area for an overlook. Accessible considerations were made, you know, different grades of the sidewalk, it is accessible to all. This also shows spacing of the piles being drilled and placed and the logging that goes between it. Next slide? This is the northern end that terminates into an existing slope. If you recall from some of those project overview slides, there is a slope that is tying into here. We don't need the concrete plug into the side, we can tie into the ground which makes the final pile location that will be a little bit flexible for the best spot to tie into the slope. You can see the side walk of the project that goes and ties into the existing sidewalk there. That is the project overview.

Thank you, Lee. Any questions before we move forward?

If you are on the line and want to ask a question, dial star six to unmute your line.

This is Jeff Dillon, corps of engineers, we will move into the next section of slides. These were slides we introduced at the last public meeting, trying to get folks transparency on where things will be located and what to expect during construction. At the time, we briefed it out before we didn't have as much information as we do now. We will pick that up and give you more information as far as we are today. In summary, we talk about when work will happen last time we talked about the hours of construction and the tides. We talked about how the tides in the summer are in the morning. We are trying to do this work in the dry so the contractor would be trying to take advantage of those where he could. So, there is that as well as trying to move through construction quickly and be done as quickly as we can to get everybody's lives back to normal. We have this for weekends as well as a possibility. We talked to parking. Parking was a little bit of a concern early on to make sure folks coming and going are not interfering with movement of residences nearby. We adjusted that and we will talk about that. Traffic detours for pedestrians, those are still planned and we will talk about that. And vehicles and trucks. The last time we talked, we were still seeking final details on the whole route of how trucks will come in from the site, we will talk about that and how pedestrians would be moved around the site in a safe manner. We are waiting for traffic control plans to be finalized and approved. And we have that in our hand as well so we are more detailed now as far as that goes. For construction noise, obviously, you guys will see on-site trucks coming and going with materials as we mentioned earlier about gravel and age piles and lagging and things like that. That has to get to the site. You're likely to see excavators bringing things below. Installing vertical filing. Those will make noise as you would imagine. The back of alarms and lights associated with those. We will keep an eye on those. As part of storing equipment down below the seawall, the contractor is looking to install a platform, which will require them to buy great in sheet pile to keep that staple in light of water coming and going with the tied and general movement in material being moved around on the site. So, they can expect a little bit of that as well. Is there a question at this point, I thought I saw them come in Andrew. Okay.

We had a couple questions from before. Will this includes the current concrete walkout in the far north? This question is probably for Lee. So for that first question, will this includes the current concrete walkout on the far north? And Terry, if you are on the line, can you explain a little bit what you mean, your line is unmute it right now. Terry, can you hear us?

Terry might not be able to hear you. Maybe we can take the first question. I think the question was about the existing park walkway perhaps to the north of the construction site. I think the design if we can go back to the design on the north end and talk about how those come together. Looks like Terry can't unmute. There is an existing walkway that services pedestrians at the park to the north of our construction limits. You can see that existing concrete would curl and roll into the new ramp that goes down to the seating bench in front of the seawall. I think the plan is to make sure that walkway stays accessible. As long as that part of it that is inside the project limits will have to be cornered off. There is no plan to remove it I think maybe the question.

The second question was is there an EIS or EA done for this project? The answer is yes. I will get you that information on where to access it.

Last time we talked, we talked about tied cycles and things like that and work windows. The context here is the full tied cycle available or desirable from a contracting construction point of view would be great if they could take advantage of it. It doesn't always line up with the normal work hours the city of Seattle would be expecting. What we wanted to do is provide more information with folks on where the tied six and how that compares to the normal work hours for the weekdays and the weekend, because those workhours are different. Just for transparency, to make sure folks are aware of when these workhours might be, they are a proposal. We need to make sure the contractors meeting noise variances and comments from the city before any of these would be adopted. But we felt it was important to let folks know where the work tied cycles fit with respect to the normal work day now, even as we are trying to figure out which ones are acceptable, rather than give everyone the accepted work window and change it later if something came about. The context here is the blue boxes are the normal work windows you would expect for the city of Seattle. The light gray boxes

are low tied periods in the daylight that are in some cases earlier in the normal work hours. You can see the first part with be between six and 5 AM in the morning for that first week. Some weeks are entirely within the work window so there is not much of a problem there. Later in the season, you get periods of low tied that her even before sunlight which the dark gray boxes would represent would require lights to facilitate. These are when the tied windows are available to maximize the work a contractor might want to do. So we are analyzing it with the city of Seattle and with the Corps of Engineers. We felt since we had the information, it would be worth expressing so folks can see where the most advantageous times would be for the contractor than necessarily for folks in the community. That is the first slide, going through 1 August and the idea behind this is to try and maximize the low tied so the contractor can finish quickly and be done before the storm season as well as the time after September when the load tied starts echoing at night, which would be a different disruption. Our folks at the core and city of Seattle are analyzing and assessing these potential low tied work hours to figure out what is acceptable. We thought you guys are to know now that we have the information on what that looks like. This is through 1 August. Can you slide to the next slide?

It is on the August slide, can you see it?

Yeah, I see it. Is there a second slide?

This one is the second slide. This is the July.

I am seeing the proposed work schedules for July 15 through August 1. Is there the next slide, whatever the next slide looks like?

I think your screen may have frozen.

That could be, my screen may have frozen. Yeah, I am seeing the slide 21.

We are on 22.

Okay, darn. That one is not as pretty as 21. I cannot see the slide currently. I do know it goes through September and there are periods of the tied cycle that are well into the early morning hours. Those are the ones that are of particular interest to the core city of Seattle and I imagine you folks on the line as well. We are working through what is acceptable. What we know is that the work done before normal hours requires a noise variance that the city of Seattle folks are taking a look at. The expectation is that those variances will be given to ensure that conditions are being met by inspection and also the noise levels are being met, which I believe might be somewhere 45 decibels or below, which is really low. So, anyway, that is the summary. It looks like Andrew that I no longer connected to the meeting so I may need to reconnect in if someone can pick up from here.

We will pass for questions, anyone have questions on the proposed work schedule? Don't see any in the chat, if you want to ask a question, dial star six to unmute your line.

Once we get final proposal acceptances in, we can make those available so folks can see what's coming up if there are any that occur earlier than June 7.

All right, moving on to the site plan. Jenna?

My name is Jenna Cunningham, I am a project engineer with the construction division here at the Army Corps. This slide is showing this site plan and giving more detail about what will be going on and how things are laid out within the construction site itself, the material staging areas to the northern end of the project site should be on the left side of the slide. The construction of the wall occurs toward the middle and southern end of the site. The contractor will have equipment operating by the road and down on the beach. And the entire site will be fenced off. Next slide please this is a simplified version of the approved traffic control plan. The sidewalk and parking lane will be closed between Snoqualmie and Jacobson. All of the driving lanes remain open there will be temporary crosswalks installed to direct pedestrians around the construction site. Those will be near Snoqualmie and Jacobson. There will be additional signs to make sure everyone knows what's going on. Truck traffic will be used to deliver materials and things the project site from the north on Beach Drive. They will be to the south and all of the trucks will be staged there along that side of Beach Drive. Next slide, please. This graphic shows the whole route that the trucks are planning to take. This is the approved haul route from the city of Seattle. Trucks will use the West Seattle freeway to add more way and then straight to Beach Drive toward the project site like I said before, accessing from the north. They will exit on Beach Drive to the south, keep going down Beach Drive until they hit Roy and straight back up to the lower bridge. Next slide please? That is all I had.

We will pause for questions again. If you have a question on the WebEx, go ahead and put it into the chat. Or if you are on the phone, dial star six. We will posit wait a few seconds for questions. This concludes our presentation. We will go ahead and pause again for questions. Jeff Orr? Garrett, if you have closing remarks while we are waiting for questions, if you wanted to go ahead with those?

I will let Garrett go first if you want.

This is Garrett with Seattle parks. Just for the good of the order, this is one of those projects that we have to do and all of being made to get in and out of your front yard as quickly as possible and we are trying to lead with good public facing information and in the absence of specific questions, I don't have much more to add.

Thank you, Garrett. I want to say I appreciate the public involvement and interest in the project. We are happy to be doing it and happy to be doing our partner and city of Seattle. We will continue to provide information as time goes on to keep everybody apprised of events as they occur. We are ready to move forward. I appreciate everybody's attention, things, over.

We do have one question, are there plans for beautification? So, do we have a summary of our landscaping plans?

One of the pieces we worked on with our partners is the no seawall is and we know our park system. So, the final landscape design, which is pretty basic it consists of a walk that the core will install as part of this project. So, there will be a new concrete sidewalk I can extend from the existing sidewalk along the top of the seawall. There will be a rail along the top of the seawall to make sure no one falls off. And there will be very basic landscaping and irrigation. It will basically be an improvement over the existing space, which really is a natural scrub border with a desirable path down along the top of the seawall. There will be a real intentional connection to the top of the new seawall via a connected walk. And the landscaping and irrigation piece will be handled by parks after the contract is done with the heavy seawall and concrete work. Then we will come in and do the completed landscaping and installation and establishment there of as a partner in the project.

All right, we will stand by for another 5 minutes for questions.

All right, thank you, this concludes the virtual public meeting. Have a good evening, everyone.

[Event Concluded]

SEAWALL REPLACEMENT AT EMMA SCHMITZ MEMORIAL OVERLOOK - VIRTUAL PUBLIC MEETING

Presenters:

Jeff Dillon, Project Manager, U.S. Army Corps of Engineers (USACE)

Garrett Farrell, Senior Capital Projects Manager, Seattle Parks and Recreation

Jenna Cunningham, Project Engineer, USACE

Lee Ford, Project Designer, USACE

Date: July 1, 2020



US Army Corps
of Engineers®



Seattle
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MEETING AGENDA



- Purpose and Overview
- Project Features
- What to Expect During Construction
 - Work Schedule
 - Site Plan
 - Traffic Control Plan
 - Haul Route
- Next Steps/Contacts



PROJECT PURPOSE & OVERVIEW





PROJECT PURPOSE & OVERVIEW





PROJECT PURPOSE & OVERVIEW





PROJECT PURPOSE & OVERVIEW





PROJECT PURPOSE & OVERVIEW



1977



2001

HISTORIC DAMAGE - Northern Seawall Failure on January 21, 1998

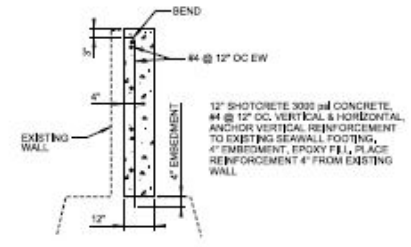
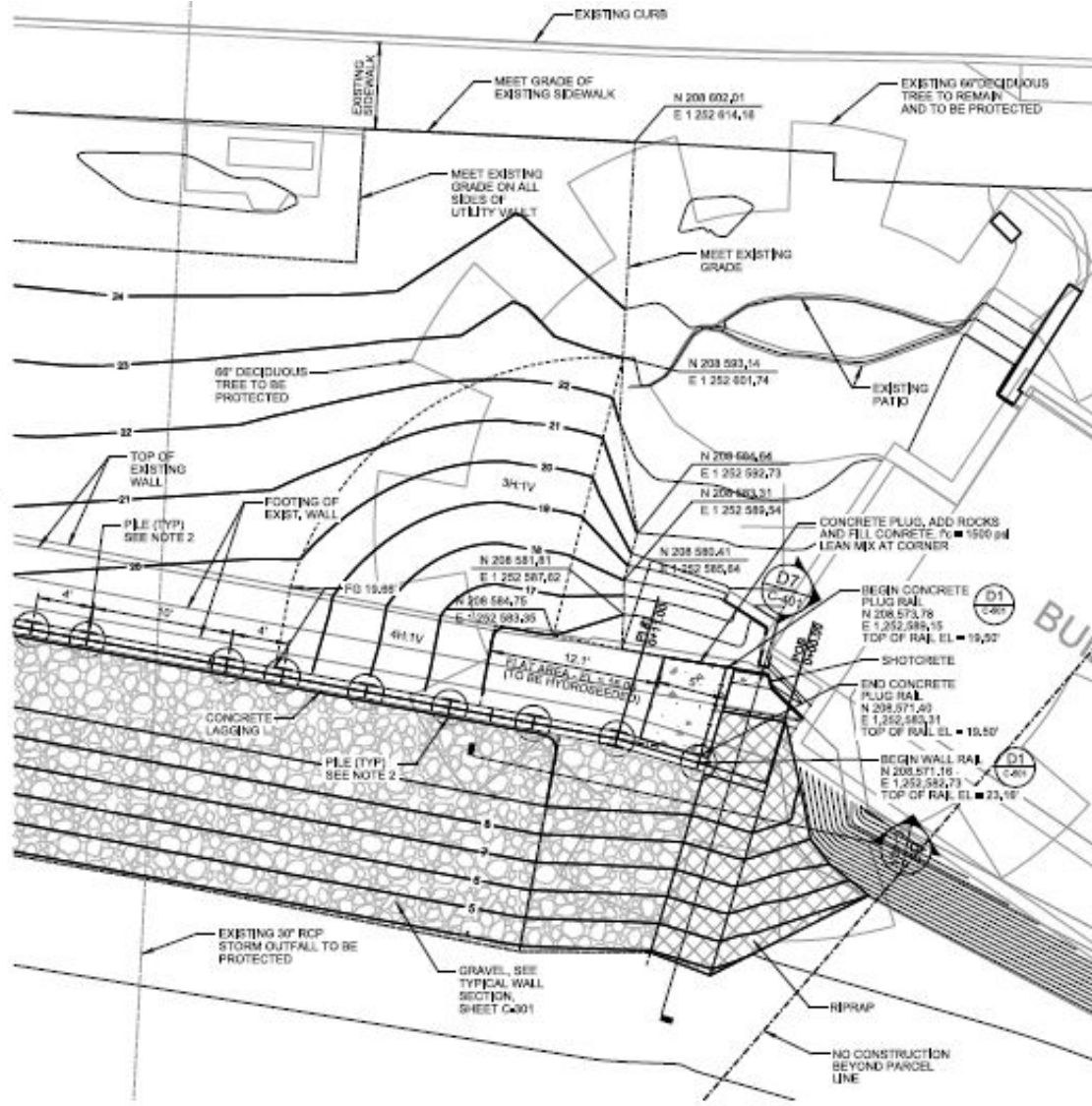


QUESTIONS



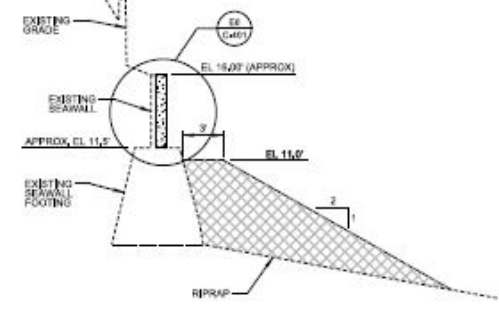
PROJECT FEATURES

PROJECT DRAWINGS – SOUTH END CLOSE UP

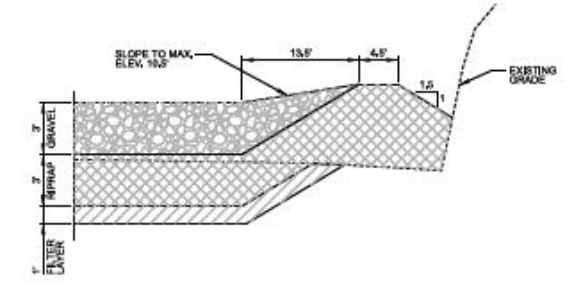


E6 SHOTCRETE REINFORCEMENT
NOT TO SCALE

2. PILES SHALL BE 6" O.C., UNLESS SHOWN OTI
3. SEE STRUCTURAL SHEETS FOR WALL DESIGN
4. SEE SHEET C-301, FOR TYPICAL SECTIONS C
5. SEE SHEET C5101, FOR SHORING WALL ALL HORIZONTAL CONTROL.



D7 TYPICAL SECTION
NOT TO SCALE



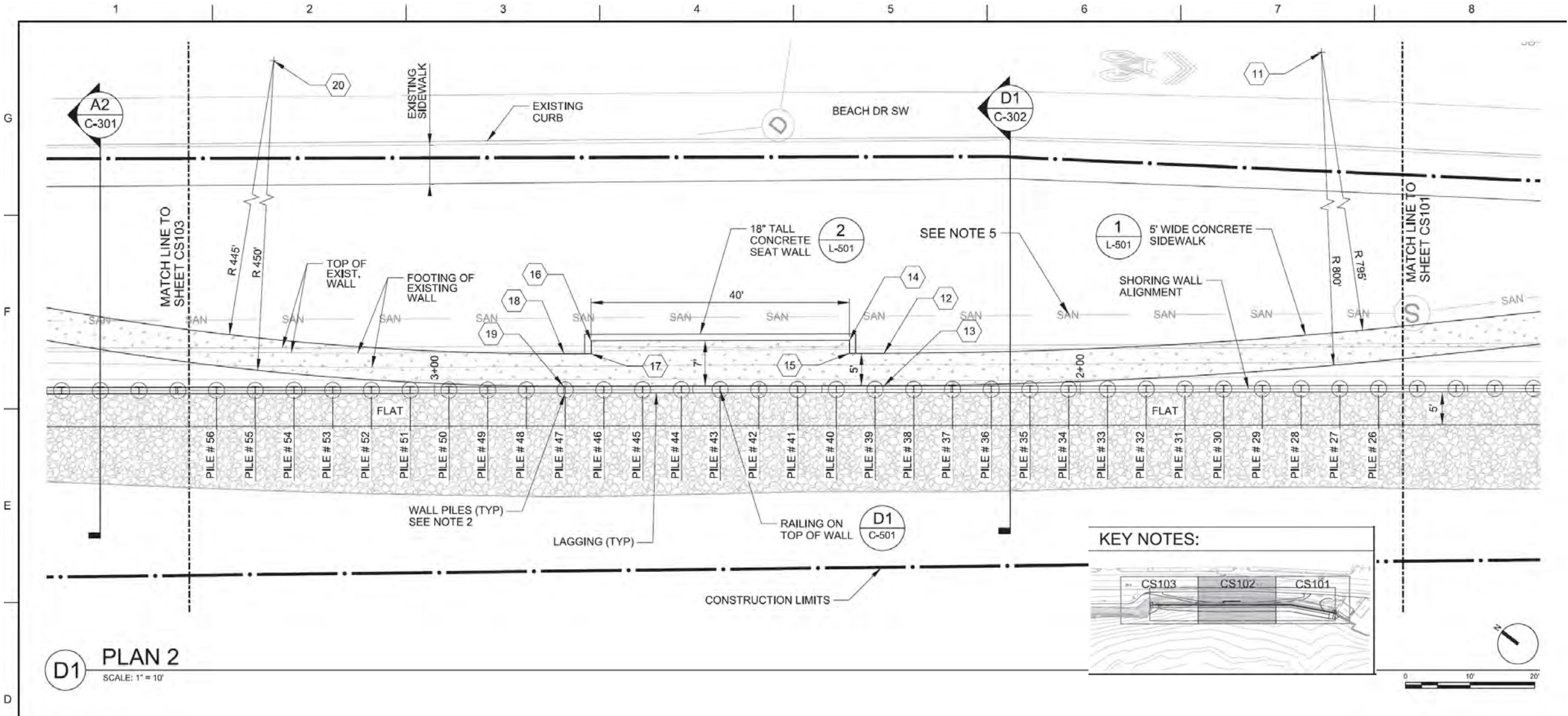
B7 TYPICAL SECTION
NOT TO SCALE

B1 ENLARGED PLAN
SCALE: 1" = 5'



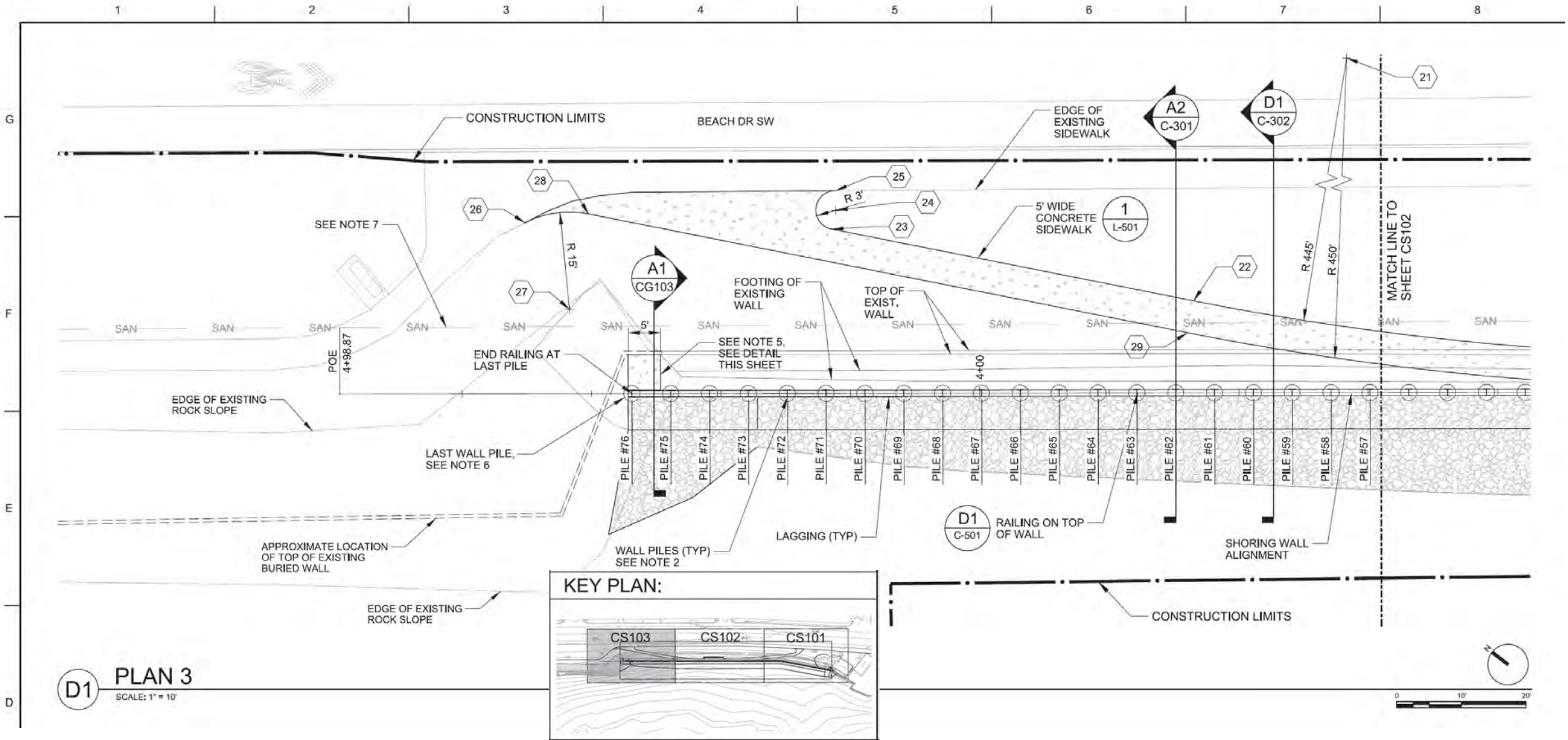


PROJECT DRAWING - MIDDLE



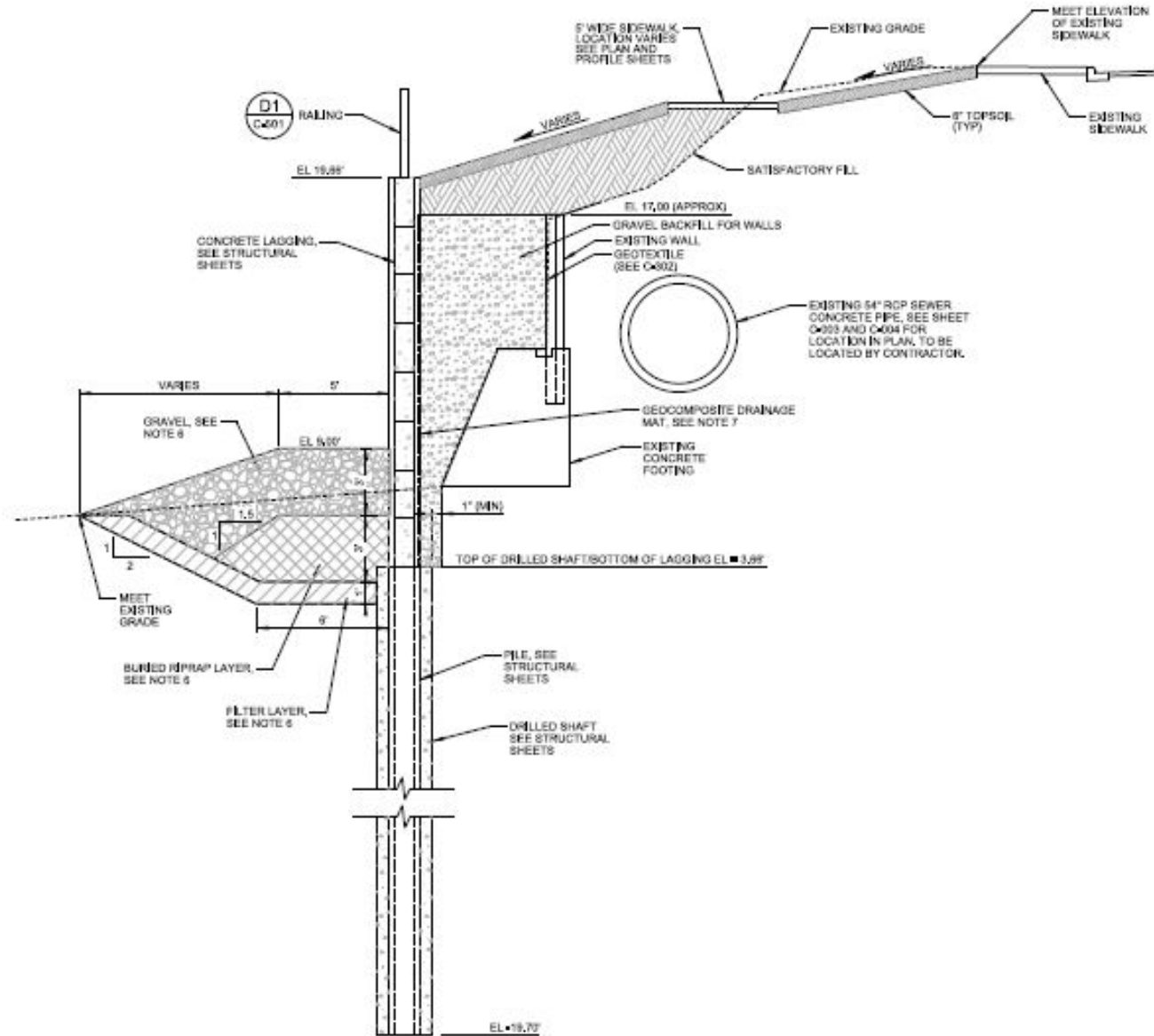


PROJECT DRAWINGS – NORTH END





PROJECT DRAWINGS





QUESTIONS



WHAT TO EXPECT DURING CONSTRUCTION



WHAT TO EXPECT DURING CONSTRUCTION



- **When will work happen?**

- Hours of construction
- Tides (to ensure maximum work below wall)
- Early start time / Late Finish time / Weekends

- **Parking**

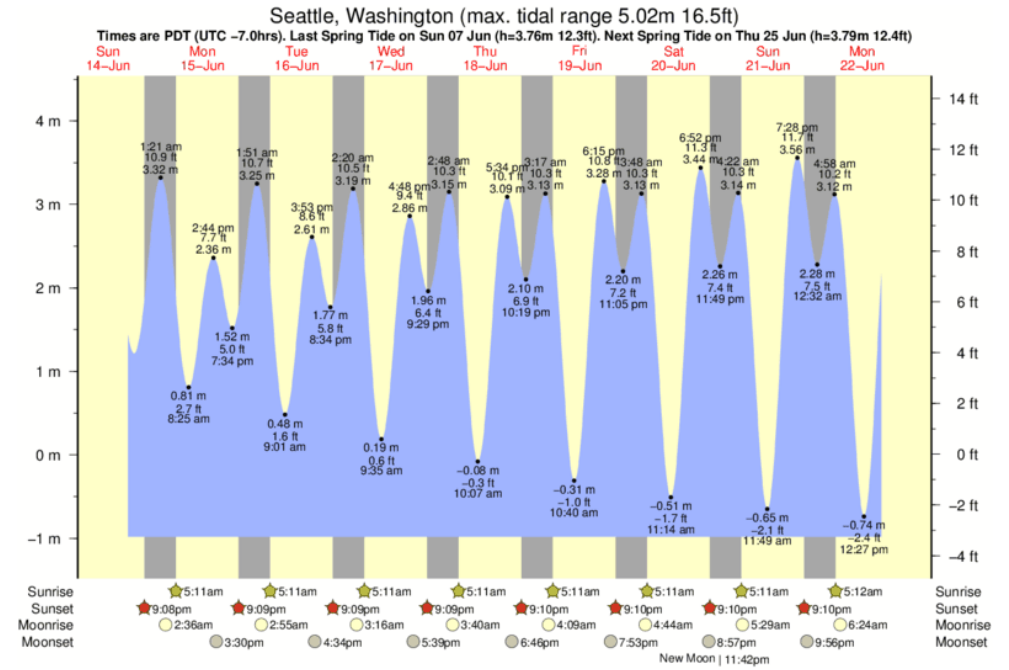
- Limited to construction site

- **Traffic**

- Detours (Pedestrian)
- Vehicles/Trucks

- **Noise**

- Vehicles (trucks)
- Equipment (Excavators)(Drill rigs)(backup alarms)(lights)
- Driving sheet pile (vibratory driving)
- Materials (banging of metal, etc)








WORK SCHEDULE PROPOSAL



DATE	START	FINISH	Daylight	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00
Wed, 7/15	6:00 AM	12 noon	457																				
Thur, 7/16	5:00 AM	1:00 PM	458																				
Fri, 7/17	5:00 AM	2:00 PM	459																				
Sat, 7/18	6:00 AM	3:00 PM	500																				
Mon, 7/20	7:00 AM	3:00 PM	503																				
Tues, 7/21	7:30 AM	4:00 PM	504																				
Wed, 7/22	8:30 AM	5:00 PM	505																				
Thur, 7/23	9:00 AM	5:00 PM	506																				
Fri, 7/24	10:00 AM	6:00 PM	507																				
Sat, 7/25	11:00 AM	6:00 PM	509																				
Mon, 7/27	2:00 PM	7:00 PM	511																				
Tues 7/ 26	3:00 AM	10:00 AM	512																				
Wed 7/29	4:00 AM	11:00 AM	513																				
Thu 7/30	4:00 AM	12 noon	515																				
Frid 7/31	5:00 AM	1:00 PM	516																				
Sat 8/1	5:30 AM	2:00 PM	517																				

- Daylight calculated as 30 minutes before sunrise
- Dark shaded blocks indicate hours prior to daylight



-  Normal City of Seattle Construction Work Hours
-  Proposed contractor work hours (daylight) to take advantage of tide cycles
-  Proposed contractor work hours (prior to daylight) to take advantage of tide cycles



WORK SCHEDULE PROPOSAL



DATE	START	FINISH	Daylight	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00
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Tues 8/4	8:00 AM	4:00 PM	521																				
Wed 8/5	9:00 AM	4:00 PM	522																				
Thur 8/6	9:30 AM	5:00 PM	524																				
Fri 8/7	10:00 AM	5:00 PM	525																				
Sat 8/8	11:00 AM	5:30 PM	526																				
Mon 8/10	No work, tides bad		529																				
Tues 8/11	2:00 AM	9:00 AM	530																				
Wed 8/12	2:30 AM	10:00 AM	532																				
Thur 8/13	3:00 AM	11:00 AM	533																				
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Sat 8/22	10:30 AM	5:00 PM	545																				
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Tues 8/25	1:00 AM	8:30 AM	549																				
Wed 8/26	2:00 AM	10:00 AM	550																				
Thur 8/27	3:00 AM	11:00 AM	552																				
Frid 8/28	3:30 AM	12:30 PM	553																				
Sat 8/29	4:45 AM	1:00 PM	554																				



Normal City of Seattle Construction Work Hours



Proposed contractor work hours (daylight) to take advantage of tide cycles



Proposed contractor work hours (prior to daylight) to take advantage of tide cycles

- Daylight calculated as 30 minutes before sunrise
- Dark shaded blocks indicate hours prior to daylight

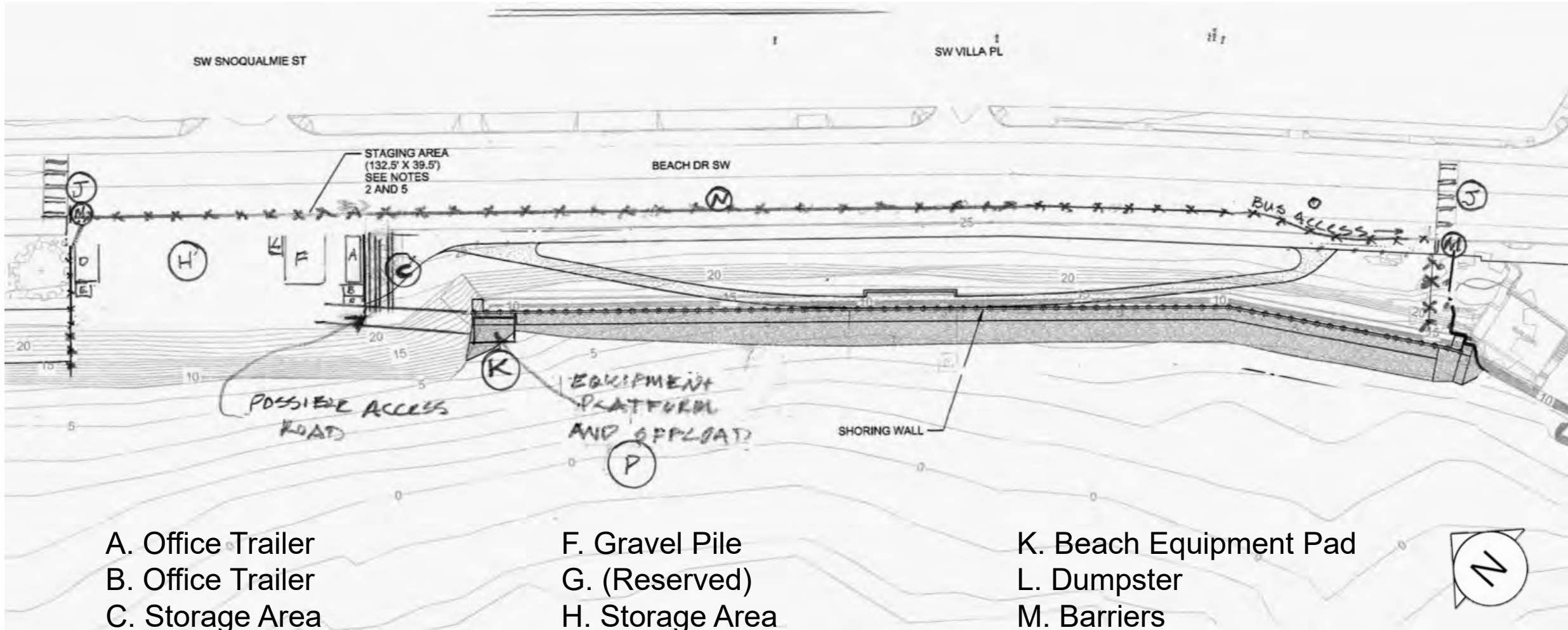




QUESTIONS



SITE PLAN



- A. Office Trailer
- B. Office Trailer
- C. Storage Area
- D. Office Trailer
- E. Comfort Station

- F. Gravel Pile
- G. (Reserved)
- H. Storage Area
- I. Employee Parking
- J. Pedestrian Detours

- K. Beach Equipment Pad
- L. Dumpster
- M. Barriers
- N. Traffic Barrels
- O. Bus Access
- P. Equipment Offload Site



QUESTIONS



NEXT STEPS & CONTACTS



- **USACE PROJECT CONTACT INFORMATION**

- Website shortcut: <https://go.usa.gov/xw5T5>
- Email: AlkiSeawall@usace.army.mil
- Phone: 206-764-3750

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