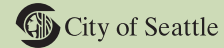


# Alaskan Way Viaduct & Seawall Replacement Program



06.09



## Breaking ground in the south end S. Holgate Street to S. King Street Viaduct Replacement Project

Replacing the south end of the Alaskan Way Viaduct, between S. Holgate Street and S. King Street, is critical to public safety. In addition to numerous weak points in the bridge structure, this section rests in unstable soil that could liquefy in an earthquake and potentially require the viaduct to be permanently closed.

WSDOT, King County, the Port of Seattle and the City of Seattle are moving forward to replace the southern mile of the viaduct with a new side-by-side roadway that has wider lanes, meets current earthquake standards and improves mobility for people and goods. Construction of the new roadway will begin in spring 2010. This project could connect to any future replacement of the viaduct's central waterfront section.

For the viaduct's central waterfront section, which goes through downtown, there is an ongoing environmental process that is reviewing three alternatives – a bored tunnel, cut-and-cover tunnel and an elevated structure. A second Supplemental Draft Environmental Impact Statement, which analyzes the bored tunnel alternative and builds upon the previous review of the other alternatives, will be published for public review in early 2010.

### 2009 construction

In spring 2009 we demolished two buildings on WSDOT property near the stadiums to make room for construction. We will spend the rest of 2009 relocating utilities throughout the project area (shown below).

### Lane closures

Work this year will result in some temporary detours and lane closures on:

- Railroad Way S.
- S. Dearborn Street
- S. Royal Brougham Way
- S. Atlantic Street
- Colorado Avenue S.
- Alaskan Way S.
- East Marginal Way S.

We are working closely with the stadiums, local businesses and neighbors to coordinate construction around events and other busy times. Safe pedestrian and bicycle access will be maintained in the neighborhood for the duration of the project.



2009 Construction map

## S. Holgate Street to S. King Street Viaduct Replacement Project

### Construction

#### Parking closures

The south end viaduct replacement will result in a reduction of parking spaces in the SODO neighborhood, since space is needed for construction and equipment storage. Roughly 1,300 parking spaces will be permanently removed during this project. Of those, about 820 are in off-street pay lots that research has shown are generally underused.

#### Coordination with nearby projects

The state, county and city are committed to keeping people and goods moving during construction. We are closely coordinating various projects that are underway or planned in the SODO area.

#### Tools for drivers

In addition to minimizing traffic detours, the state, county, city and Port of Seattle are working together to inform neighbors and the region about potential impacts and how their projects will improve safety and mobility in the area. Detailed traffic information related to the viaduct replacement is available online at: [www.wsdot.wa.gov/Northwest/King/Seattle.htm](http://www.wsdot.wa.gov/Northwest/King/Seattle.htm). The public can also sign up to receive weekly e-mail updates about south downtown traffic detours at [construction.coordination@seattle.gov](mailto:construction.coordination@seattle.gov).

#### Transit during construction

Starting in February 2010, King County Metro, with funding assistance from WSDOT, will add to and improve transit service south of downtown. Doing so will ensure that service is adequate and reliable during construction. Transit investments will be greatest during the height of S. Holgate Street to S. King Street construction in 2010 and 2011.



*The viaduct's south end is vulnerable because it sits in unstable soil that could liquefy in an earthquake.*



*The Alaskan Way Viaduct has stood along Seattle's waterfront since the 1950s. The two-mile long structure is earthquake-damaged and must be replaced.*

## Project overview

This year's electrical line and utility relocation work will allow us to begin building the south end viaduct replacement structure. The south end replacement will be a side-by-side roadway instead of today's double-deck structure. A new grade-separated crossing at S. Atlantic Street will create uninterrupted access between I-5, I-90 and the Port of Seattle, even when a train is blocking the intersection.

## Project timeline

Road and bridge construction is expected to begin in spring 2010. During construction, at least two lanes of SR 99 will remain open in each direction, with the exception of occasional night and weekend closures. The new roadway is expected to open in 2013.

We will connect the south end replacement structure to the existing viaduct north of S. King Street, while the central waterfront replacement is being constructed. Doing this allows us to keep SR 99 open to traffic throughout construction to replace the viaduct.

## Safety

- The new structure will meet current earthquake design standards.
- Wider lanes and new shoulders will provide better emergency access and give drivers more room to maneuver.

## Mobility

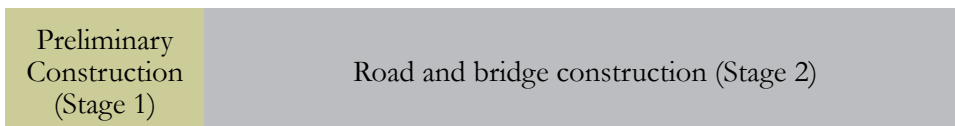
- The new structure will have three lanes in each direction south of S. Royal Brougham Way.
- A new northbound on-ramp and southbound off-ramp will be built near the stadiums.
- The new S. Atlantic Street grade-separated crossing will improve connections between the Port of Seattle and major freeways by allowing traffic to bypass passing trains.
- A new bicycle and pedestrian path along SR 99 will connect to existing downtown trails.

## Fiscal responsibility

- Beginning work now allows us to stay on schedule as we design the central waterfront viaduct replacement. Since construction costs rise over time, avoiding delays minimizes the cost of the project for taxpayers.

## Project timeline

2009				2010				2011				2012				2013			
1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4



## Keeping people and goods moving during construction

WSDOT, King County and the City of Seattle have developed strategies to keep people and goods moving during construction to replace the viaduct's south end between S. Holgate Street and S. King Street. These plans include:

- Variable speed signs and travel time signs on I-5 to help maximize safety and traffic flow.
- Funding for SR 519 Phase 2 to improve connections from I-5 and I-90 to the waterfront.
- Funding for the City of Seattle's Spokane Street Viaduct Widening Project, which includes a new Fourth Avenue S. off-ramp for West Seattle commuters.
- Funding for King County to provide added bus service in the West Seattle, Ballard/Uptown and Aurora Avenue corridors during the south end construction period, and implement a bus travel time monitoring system.
- New traffic technology on SR 99 and major routes leading to SR 99 to keep people and goods moving.
- Upgraded traffic signals and driver information signs for the Elliott Avenue W./15th Avenue W., south of downtown, and West Seattle corridors to support transit and traffic flow.
- Information about travel alternatives and incentives to encourage use of transit, carpool and vanpool programs.

Replacing the south end of the viaduct will be a significant construction project when crews begin building the new roadway in 2010. Transit enhancements and improvements to our street system will play a major role in keeping people and goods moving during construction. These improvements will remain useful to travelers during replacement of the viaduct's central waterfront section.



### Comments or questions?

Visit: [www.alaskanwayviaduct.org](http://www.alaskanwayviaduct.org)

E-mail: [viaduct@wsdot.wa.gov](mailto:viaduct@wsdot.wa.gov)

Call: 1-888-AWV-LINE

Write: Alaskan Way Viaduct and Seawall Replacement Program  
c/o Washington State Department of Transportation  
999 Third Ave, Suite 2424, Seattle, WA 98104

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