

## 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. The following projects are designed to increase transit options, shift traffic away from construction areas, and provide drivers with the information they need to choose less congested routes.

- 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.
- Added bus service in the West Seattle, Ballard/Uptown and Aurora Avenue corridors during the south end construction period, as well as 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.

Construction is underway on many of these roadway improvements, so they can be ready when traffic disruptions begin due to the viaduct's south end replacement. The additional transit service will begin in spring 2010. The roadway investments will remain useful to travelers during replacement of the viaduct between S. King Street and the Battery Street Tunnel.



### For more information

Visit the Web site at [www.alaskanwayviaduct.org](http://www.alaskanwayviaduct.org)

Call the hotline at 1-888-AWV-LINE

Send an e-mail to [viaduct@wsdot.wa.gov](mailto:viaduct@wsdot.wa.gov)

Send a letter to:  
Alaskan Way Viaduct and Seawall Replacement Program  
Washington State Department of Transportation  
999 Third Avenue, Suite 2424  
Seattle, WA 98104

### Americans with Disabilities Act & Title VI information

Americans with Disabilities Act (ADA) Information: Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by contacting Heather Santic at 206-267-3789 / [SanticH@wsdot.wa.gov](mailto:SanticH@wsdot.wa.gov). Persons who are deaf or hard of hearing may make a request for alternative formats through the Washington Relay Service at 7-1-1.

Title VI: WSDOT ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding WSDOT's Title VI Program, you may contact the Department's Title VI Coordinator at 360-705-7098.

## Alaskan Way Viaduct & Seawall Replacement Program



10.09

U.S. Department of Transportation  
Federal Highway Administration

WSDOT

King County

Port of Seattle

City of Seattle

## Moving forward to replace the Alaskan Way Viaduct

The Alaskan Way Viaduct, part of State Route 99, was built in the 1950s, and years of daily wear-and-tear have taken their toll on the structure. The 2001 Nisqually earthquake damaged the viaduct and caused it to settle into the weak fill soil underneath. The adjacent seawall, which holds the soil in place along Seattle's waterfront, is also deteriorating due to age and the corrosive marine environment. The viaduct and seawall are vulnerable in an earthquake, and replacing them is critical to public safety.

The Alaskan Way Viaduct and Seawall Replacement Program includes projects led by WSDOT, King County and the City of Seattle. The Federal Highway Administration and the Port of Seattle are partners in this effort.



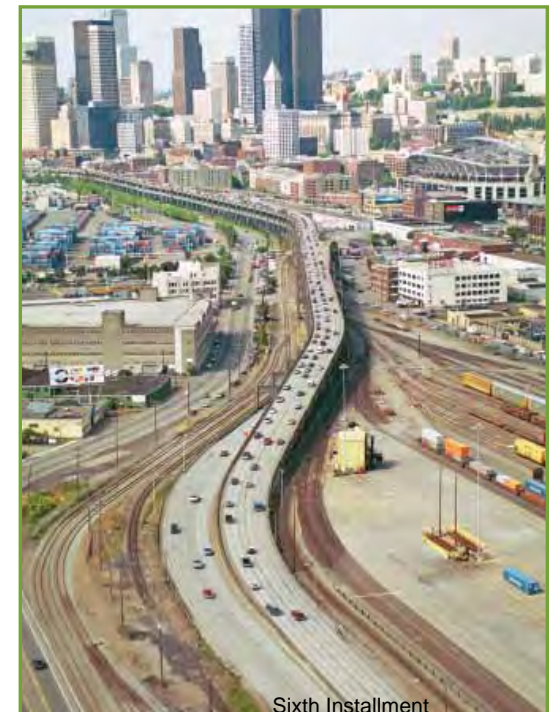
### Replacing the viaduct's south end

The viaduct begins south of downtown past Safeco Field. Its south end section – between S. Holgate and S. King streets – accounts for almost half of the entire structure.

The viaduct's south end will be replaced with a new side-by-side roadway that has wider lanes, meets current earthquake standards and improves mobility for people and goods in the south of downtown area. The environmental assessment for this project was released in June 2008,

and the Finding of No Significant Impact was signed by the Federal Highway Administration in February 2009.

To enhance truck access to the port, this project includes a new grade-separated crossing to give trucks and other traffic on S. Atlantic Street a way to access East Marginal Way S. when the railroad track is in use. Crews will also build new bicycle/pedestrian paths along SR 99 that connect to existing downtown trails.



Sixth Installment

U.S. Department of Transportation  
Federal Highway Administration

WSDOT

King County

Port of Seattle

City of Seattle

Public Disclosure Request 10-0292 for Elizabeth Campbell

Road and bridge construction will begin in spring 2010. The south end replacement is designed to connect to any future replacement of the remaining viaduct up to the Battery Street Tunnel. Until that replacement is ready, the new section of SR 99 south of downtown will temporarily connect near S. King Street to the viaduct along the waterfront.

### Replacing the viaduct along the waterfront

For the viaduct's waterfront section between S. King Street and the Battery Street Tunnel, 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.

If the bored tunnel alternative is chosen, we would move SR 99 into a bored tunnel beneath downtown, reconnect the street grid at the ends of the tunnel and remove the viaduct along the waterfront. The proposed tunnel would be located several blocks east of the waterfront, starting under First Avenue near the stadiums, following First Avenue through downtown until Stewart Street, then turning north and connecting to Aurora Avenue near Seattle Center. It would be approximately two miles long and have two lanes of traffic in each direction, with ramps at either end so drivers can access the downtown street system from SR 99.

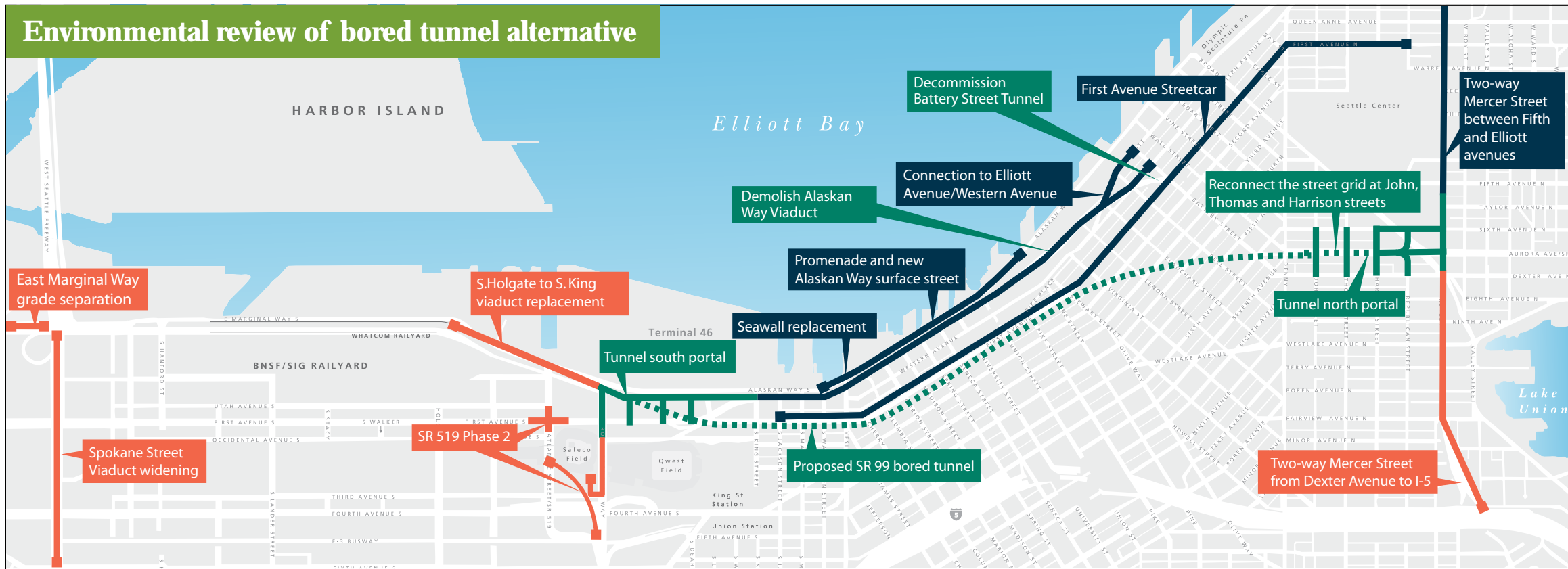
A major advantage of the proposed bored tunnel is that construction impacts to businesses and the traveling public would be minimized. Using a tunnel boring machine, rather than digging a tunnel along the waterfront, would give us the option of building the new corridor while SR 99 remains open to traffic.

### Other program improvements

In January 2009, when Governor Gregoire, then-King County Executive Sims and Seattle Mayor Nickels recommended the bored tunnel alternative, the County and City envisioned other improvements as part of the viaduct replacement program. The City would build a new roadway (funded by the State) and new public open space along the waterfront once the viaduct is removed, replace the central waterfront seawall and improve other city streets such as the Spokane Street Viaduct and Mercer Street. The County is seeking funds to provide enhanced transit service in the SR 99 corridor. The City and County are responsible for managing these projects, including their environmental review.

The new waterfront roadway, which would replace the current Alaskan Way between the stadiums and Pike Street, would be located in the footprint of the viaduct, to allow for a new pedestrian promenade and

public open space. It would have four lanes (two lanes each way) plus turn lanes between Pike and Columbia streets and six lanes south of Columbia Street to provide additional access to/from downtown and also accommodate ferry traffic. Signalized intersections would be timed to move traffic efficiently, while ensuring safe pedestrian access to the waterfront. At its northern end the roadway would connect over the railroad tracks to Elliott and Western avenues, and its southern end would connect to SR 99. This would maintain important access to and from northwest Seattle, including freight access.



**Green** We will do a detailed analysis of bored tunnel construction, removal of the existing viaduct and closure of the Battery Street Tunnel.

**Dark Blue** We will also briefly review other program elements as they relate to the viaduct replacement such as the new waterfront promenade, the new Alaskan Way surface street design and construction, seawall replacement, various city street improvements, First Avenue Streetcar, and enhanced transit service. Further environmental review may be needed.

**Red** Several improvements will be completed before the Alaskan Way Viaduct waterfront replacement opens to traffic. These projects include: East Marginal Way grade separation, Spokane Street Viaduct widening, SR 519, S. Holgate to S. King viaduct replacement, two-way Mercer Street from Dexter Avenue to I-5.



The proposed waterfront roadway would be built in the footprint of the viaduct, and a new pedestrian promenade and public open space would be built along the waterfront. (Note: The brick paving is not a design - it is a placeholder indicating the amount of available public space.)



The north end of the waterfront roadway would connect over the railroad tracks to Elliott and Western avenues. This is a view of the roadway looking north toward Belltown.