



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

## 2009 construction

### Parking closures

The project 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 three agencies will work together to inform neighbors and the region about potential impacts and how these projects will improve safety and mobility in the area. Detailed traffic information related to the viaduct replacement is available online at: [www.alaskanwayviaduct.org/current\\_work.htm](http://www.alaskanwayviaduct.org/current_work.htm). The public can sign up to receive weekly email updates about south downtown traffic detours at [sodoconstruction@seattle.gov](mailto:sodoconstruction@seattle.gov).

### Transit during construction

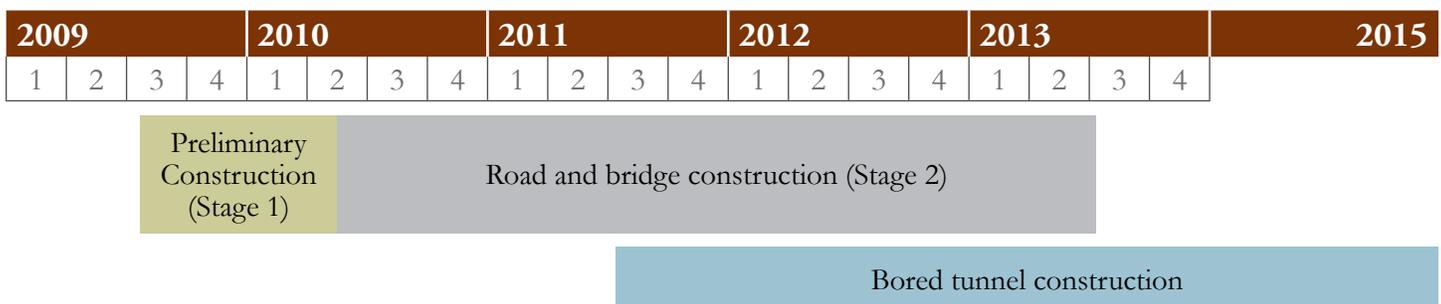
Starting in February 2010, King County Metro, with funding assistance from WSDOT, will add to and improve transit service south of downtown. Doing so will ensure that service is adequate and reliable

during construction. Transit investments will be greatest during the height of S. Holgate Street to S. King Street construction in 2010 and 2011.



*The 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 timeline



## Project overview

This year's electrical line and utility relocation work will allow us to begin building the south end viaduct replacement structure in 2010. The south end replacement will be a side-by-side roadway instead of today's double-deck structure. A new undercrossing 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. The undercrossing will open in 2013.

This project is designed to fit with the proposed SR 99 bored tunnel, which will replace the viaduct's central waterfront section. Building the bored tunnel won't change the goals or timing of the south end project, which will open to traffic as scheduled by the end of 2012.

We will connect the south end replacement structure to the existing viaduct until the bored tunnel opens in 2015. Doing this allows us to keep SR 99 open to traffic throughout construction.

## 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 and new on- and off- ramps near the stadiums.
- The new S. Atlantic Street undercrossing 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 proposed SR 99 bored tunnel. Since construction costs rise over time, avoiding delays minimizes the cost of the project for taxpayers.



*Looking east at the planned S. Atlantic Street undercrossing. The new undercrossing will ease congestion by allowing freight and other traffic to bypass train traffic.*

## Related project

### South end connections

The new S. Holgate to S. King Street roadway will connect to the bored tunnel and the new Alaskan Way. Drivers will have the option to bypass downtown via the tunnel or enter downtown using new ramps near the stadiums. The tunnel's south portal will be located near Qwest Field.



Bored tunnel construction is expected to begin in 2011. The tunnel will be located up to 200 feet beneath First Avenue before emerging onto Aurora Avenue N. It will open to drivers in 2015.

City streets – including Mercer Street, S. Spokane Street and Alaskan Way – will be improved as part of the viaduct's central waterfront replacement, and we will replace the central waterfront seawall. Bus service will be added and enhanced, and a new streetcar line will serve First Avenue between Seattle Center and Pioneer Square.



### 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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