

Alaskan Way Viaduct Replacement Program



North Portal Working Group
Aug. 2, 2012

North End Construction Overview



- A** Rebuild Mercer Street lanes
- B** Mercer West Project
- C** Install BAT lanes
- D** Relocate utilities near north portal area
- E** Build tunnel receiving pit

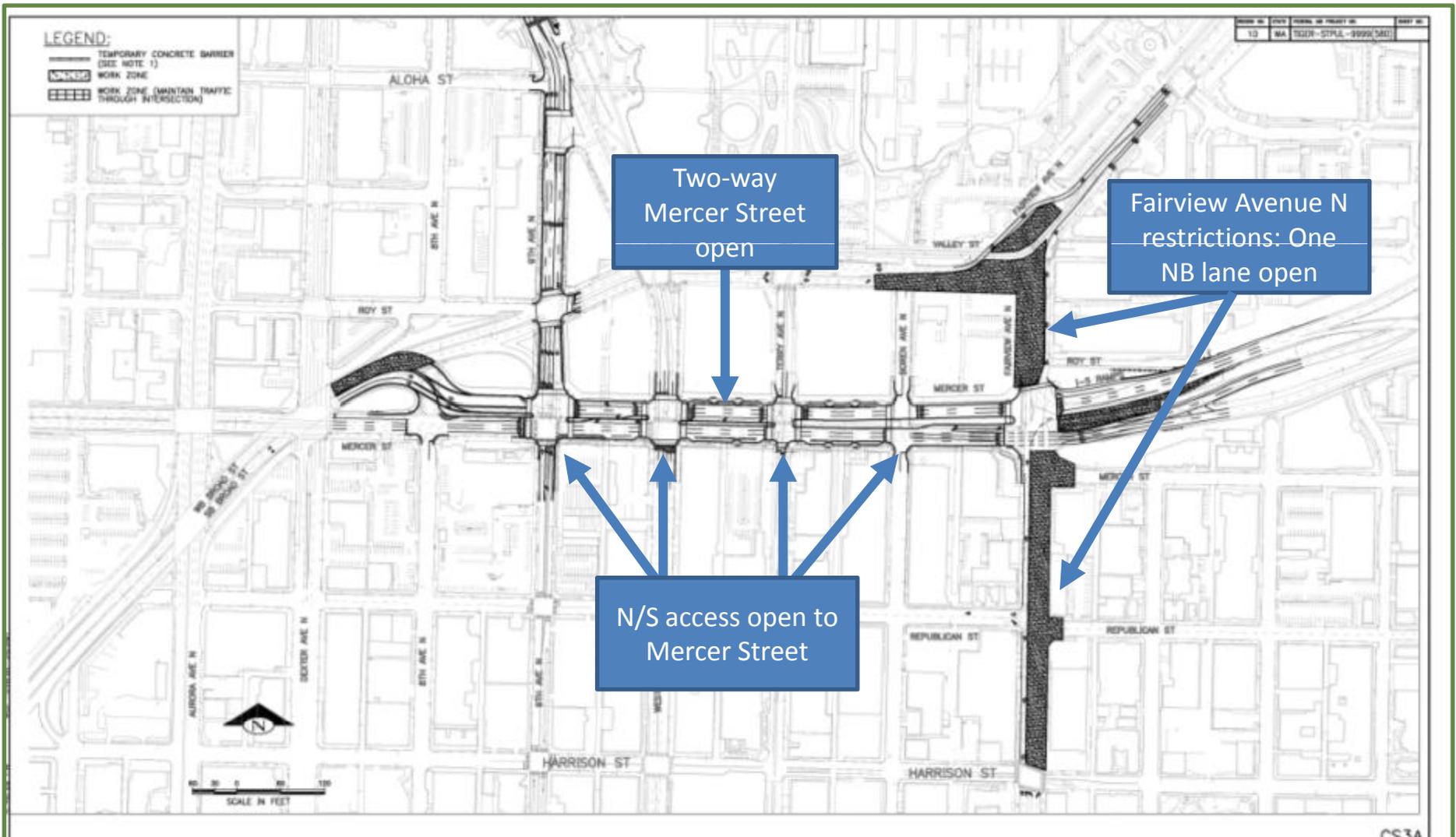
A Preparing for Two-Way Mercer Street



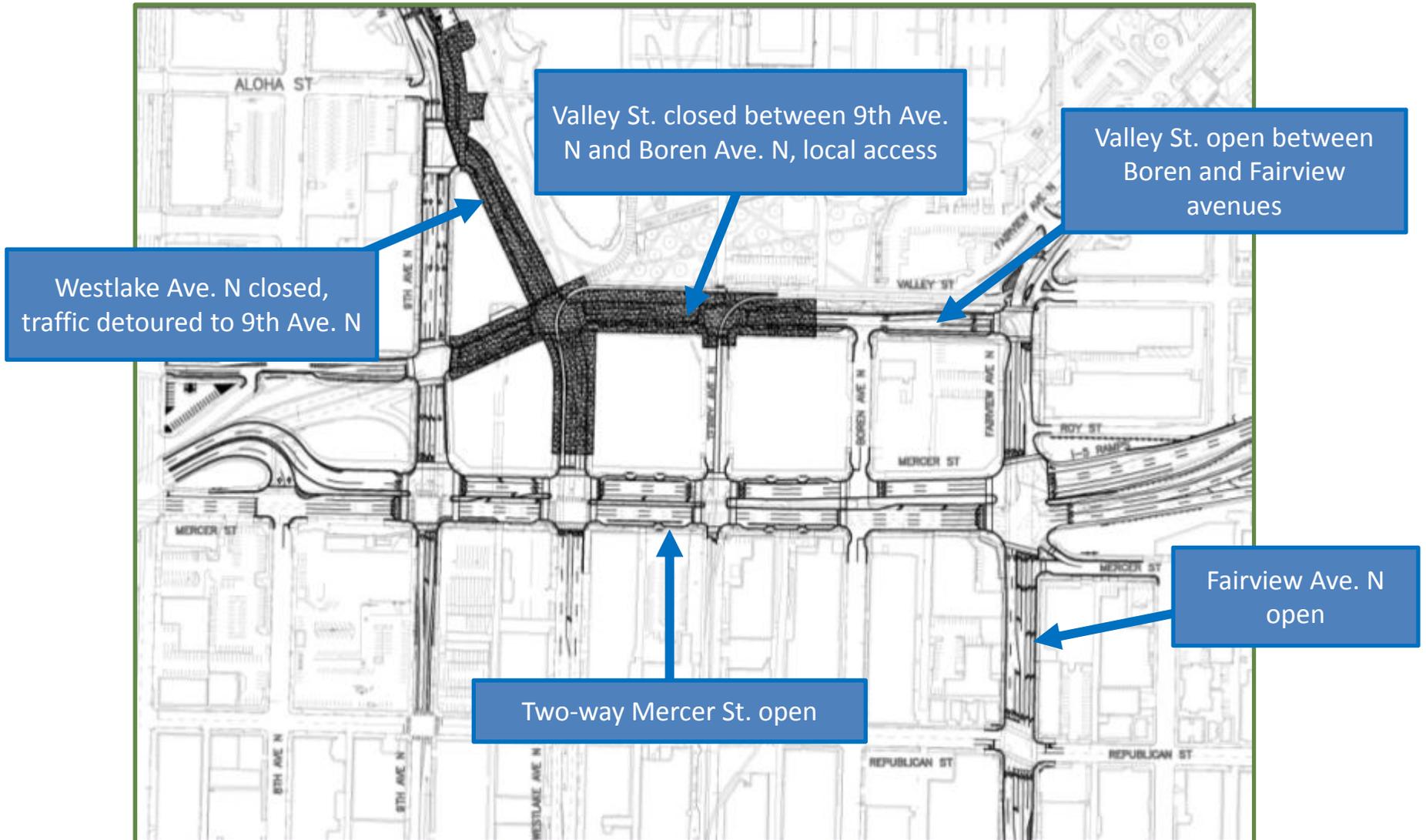
Looking east from Mercer St. and 9th Ave

- Anticipate Mercer Street opening to two-way traffic in late summer/fall 2012.
- Crews currently working to finish installing utilities and repave old Mercer roadway.
- 3 weekend closures of the I-5 on- and off-ramps at Mercer St. completed, with 3 to 4 more anticipated.
- Severe Fairview Avenue N restrictions will begin when Mercer Street opens to two-way traffic.
- Project completion anticipated Summer 2013.

A Mercer East Stage 3



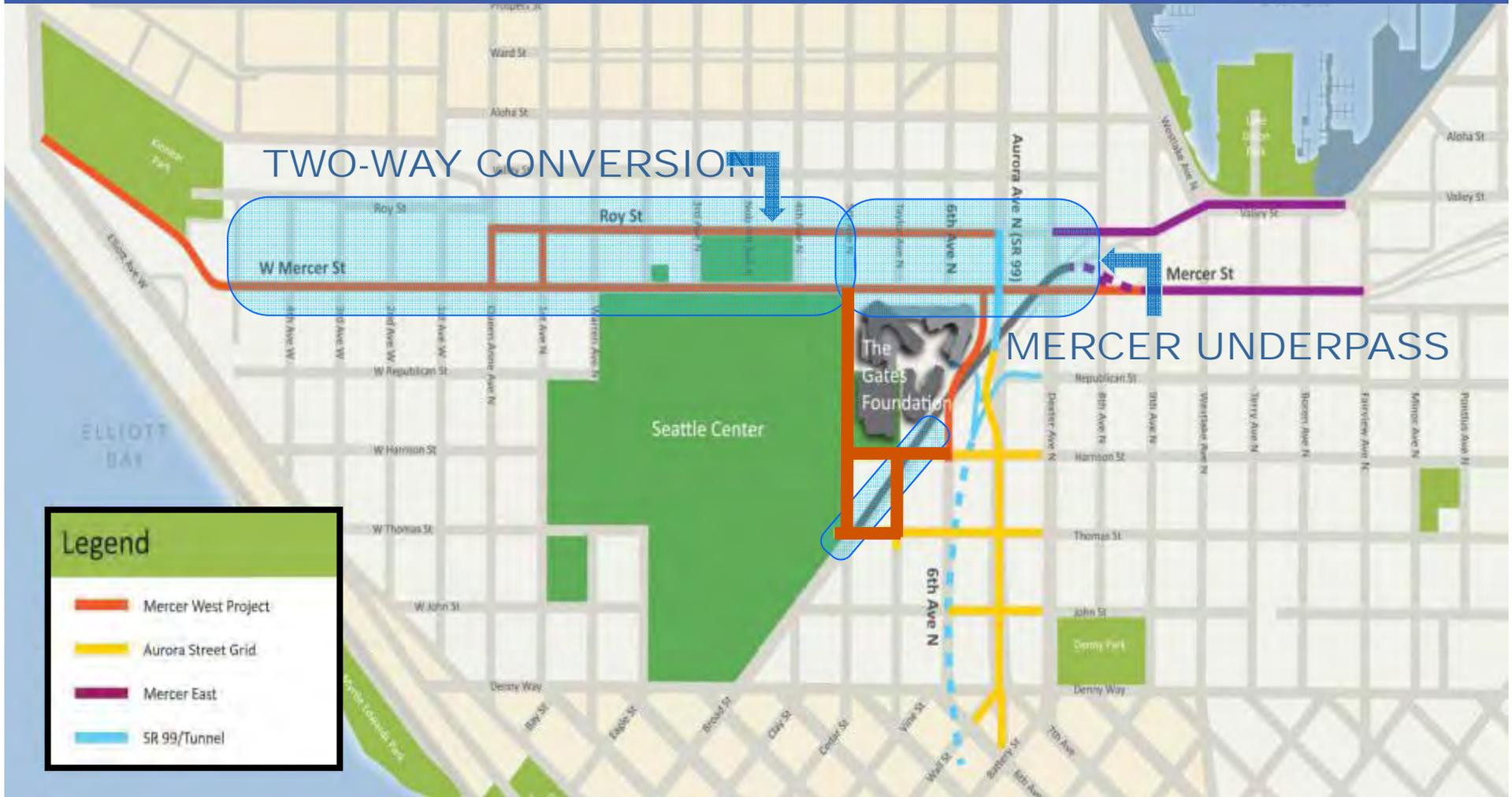
A Mercer East Stage 4





MERCER WEST

Completing the Vision For Two-Way Mercer St From I-5 to Elliott Ave W



- Create a direct connection from I-5 and SR 99 to Seattle Center, Uptown, Queen Anne, and Interbay
- Improve pedestrian and bicycle connection across SR 99
- Add a new option for freight from I-5 to Interbay
- Connect the Uptown and S Lake Union urban centers
- Enhance transit access



MERCER WEST

Existing Underpass at Aurora



- **Four lanes (only eastbound)**
- **Five-foot sidewalks**





- Three lanes in each direction
- Public Art (under the bridge)
- North side: bike path & 8.5' sidewalk
- South side: 16' sidewalk
- Project Coordination: WSDOT (Viaduct Replacement), Mercer East, Bill and Melinda Gates Foundation, Seattle Center



MERCER WEST

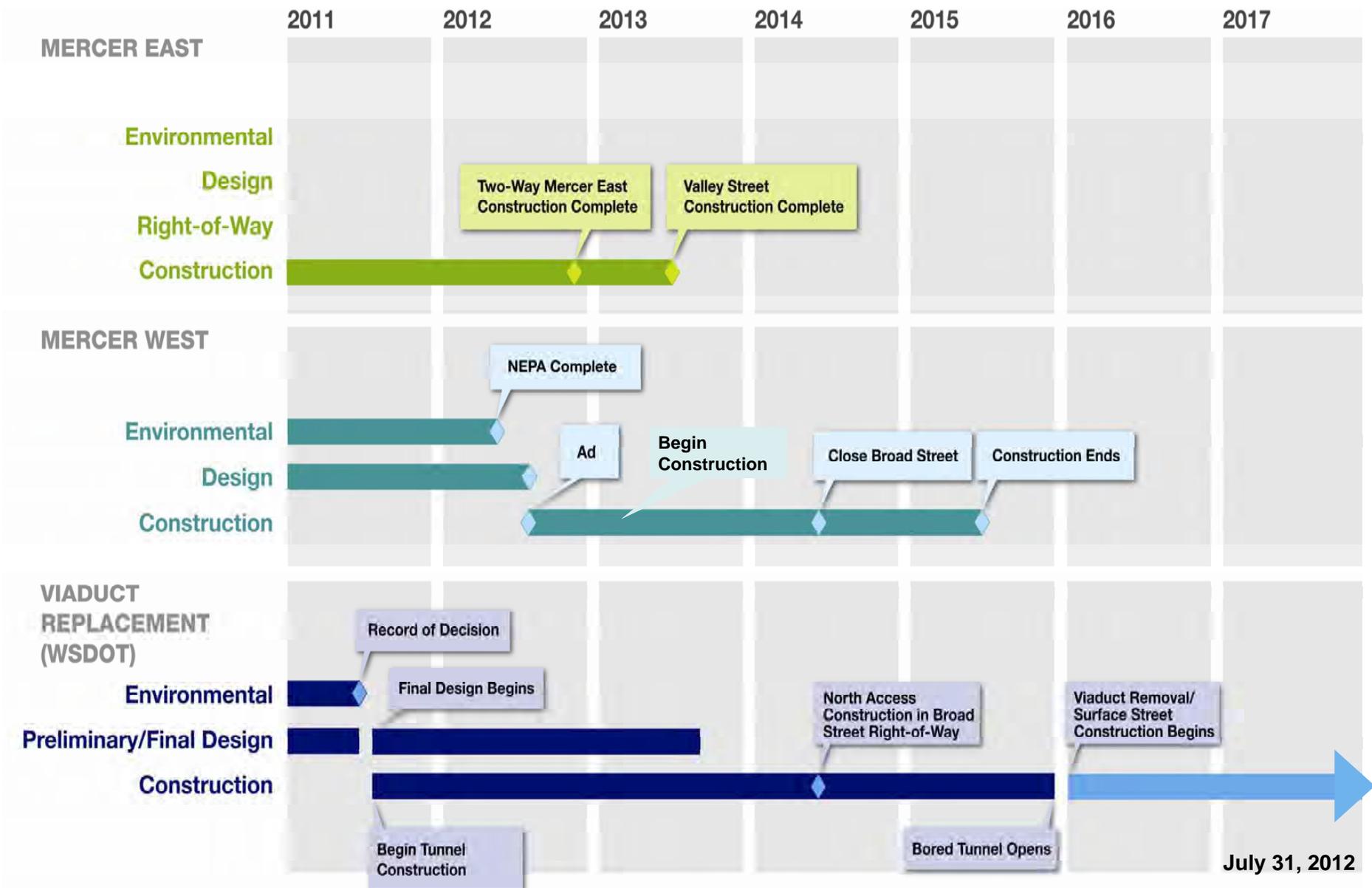
Mercer, SR99 and the New Tunnel





MERCER WEST

Mercer Corridor Schedule





Anticipated Construction Impacts (2013-2015)

Broad St

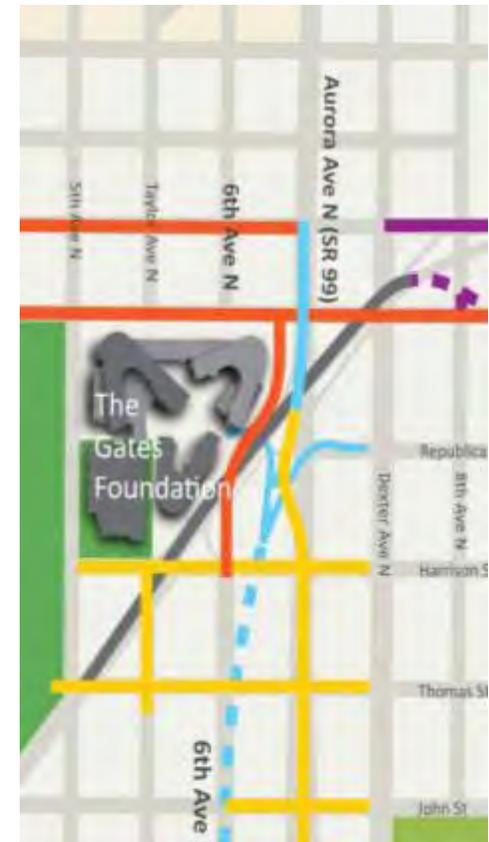
- Open 2 EB lanes / 2 WB lanes, Fall 2012 – mid-2014
- Closed permanently mid-2014

Mercer St

- 2 EB lanes from Fifth N to Dexter N, early 2013 – mid-2014
- 2 EB lanes / 2 WB lanes, mid-2014 – early-2015

Aurora Ave N

- 2 NB lanes / 2 SB lanes, through end of 2015
- Ongoing coordination with North Access, Gates Foundation & Others





MERCER WEST

If you have any questions, please visit:

http://www.seattle.gov/transportation/mercer_west.htm

Or contact:

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(206) 684-8834

C Aurora BAT Lanes

- Benefits nearly 30,000 riders in the corridor
- From Dexter Ave exit to Mercer Street southbound
- Keeps buses moving during construction
- RapidRide E Line: 2013



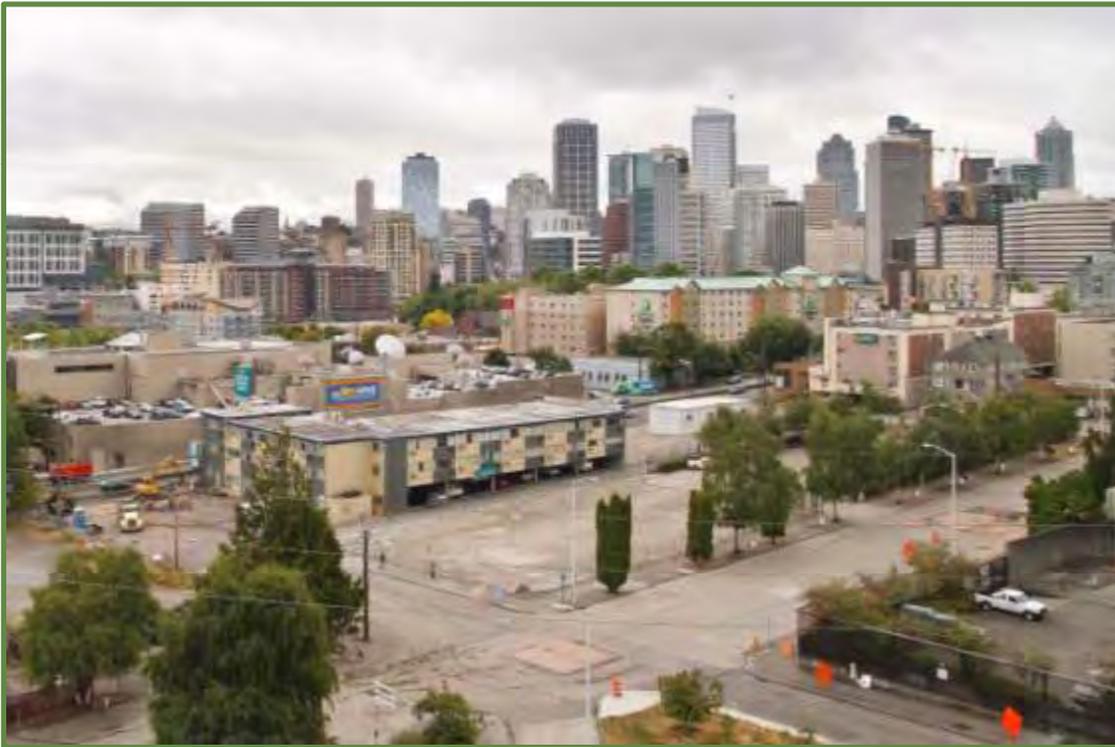
Courtesy of SDOT

D Relocate Utilities



- December 2011 to spring 2013.
- Ongoing utility relocation work with intermittent lane closures between Taylor and Aurora avenues north and between John and Harrison streets.
- Right lane of southbound SR 99/Aurora Avenue North closed between Harrison and Republican streets through August.

E Build Tunnel Receiving Pit



- September 2012 to summer 2013.
- Initial work includes building noise wall and drilling piles for receiving pit support walls.
- Lane closures on Sixth Avenue North between Harrison and Thomas streets.

Excavating the Tunnel Launch Pit



Current excavation work at the SR 99 tunnel launch pit in SODO.

Reinforcing the Viaduct



- Intermittent work continues through fall.
- Wrap sections of concrete in protective reinforcing fiber.
- SR 99 southbound lanes closed from the Battery Street Tunnel to West Seattle Bridge Sunday through Thursday nights, 9 p.m. to 5 a.m.
- Intermittent lane closures on new road under the viaduct between South Washington Street and Columbia Street.

Construction Monitoring Area



Protecting Structures Along the Tunnel Route



Example of monitoring equipment on building exterior.

- Installation of monitoring equipment begins August 2012 through mid-2013.
- WSDOT is responsible for protecting buildings and other structures along the SR 99 tunnel route.
- Equipment installed on buildings and in the ground to detect ground movement.
- Tunneling crews will constantly monitor ground conditions and adjust accordingly as the machine moves forward through the earth.

South End Viaduct Replacement Update



- Second bridge will be complete this fall.
- Will be complete one year ahead of schedule and on budget.

Working group member feedback

Downtown Southend Transit Pathways

August 2012

High Transit Ridership on SR 99

- 20,000 daily riders on 10 routes use Columbia and Seneca ramps
- 45 to 50 Metro buses per peak hour
- One-fifth of the buses moving on Third Avenue
- RapidRide C and D Lines – September 2012



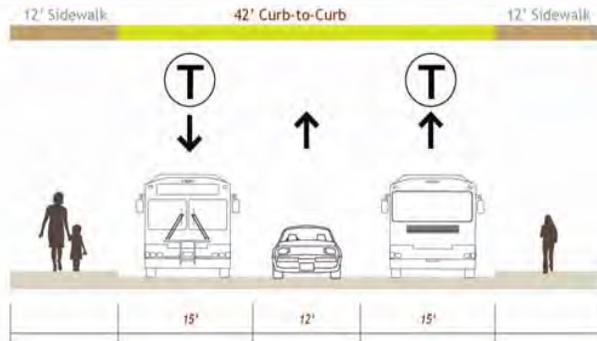
Pathways Eliminated

- Evaluated pathways that included surface streets, SR 99 and I-5.

Pathway	Reasons for being removed from further consideration
1st Avenue S and 4th Avenue S	<ul style="list-style-type: none"> • Poor transit reliability • Increased travel time (5-15 minutes) compared to existing Alaskan Way Viaduct pathway
Yesler Way and James Street	<ul style="list-style-type: none"> • Conflicts with ferry operations • Added delay due to turn movements • Difficult turns for buses
Jackson Street	<ul style="list-style-type: none"> • Higher traffic volumes expected on Jackson Street with surface Alaskan Way • Right-of-way constraints with the First Hill Streetcar • Increase turn movements and pedestrian conflicts • Difficult turns for buses.

Pathways Analyzed

Columbia Street
Two-way transit only with loading zones and business access

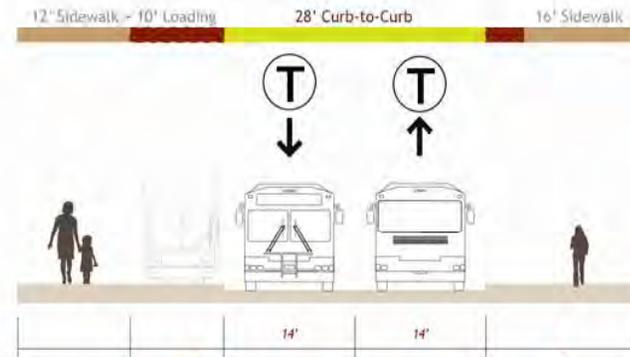


DOWNTOWN SOUTHEND TRANSIT STUDY



Exhibit S-8
Pathway 5A

Main Street
Two-way transit only with loading zones and business access



DOWNTOWN SOUTHEND TRANSIT STUDY

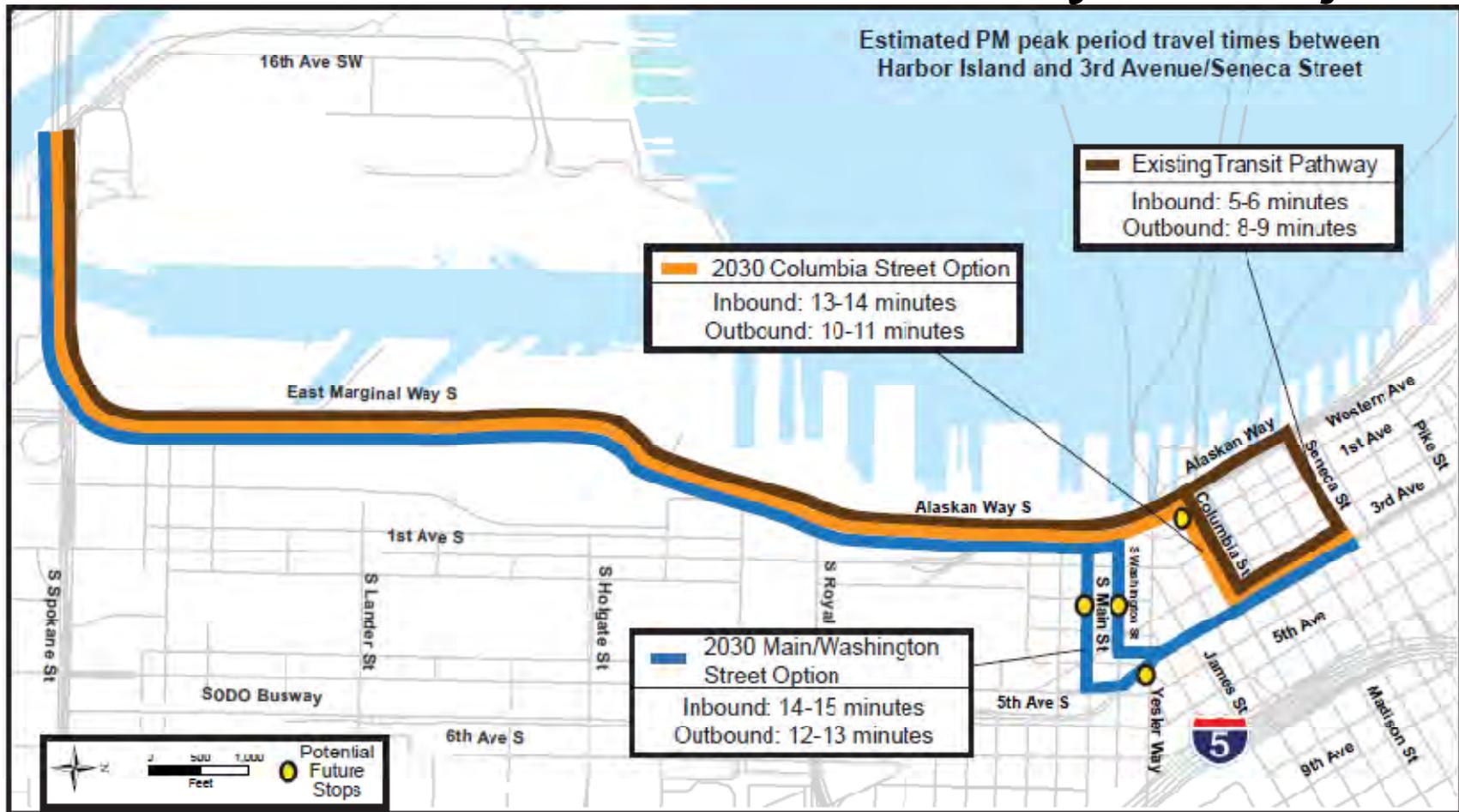


Pathway 3A

Preliminary Results

Factors	Columbia	Main/Washington
Travel Time (Weekday PM Peak)	<ul style="list-style-type: none"> • Longer travel times than existing 	<ul style="list-style-type: none"> • Longer travel times than existing
Reliability	<ul style="list-style-type: none"> • Must have transit lanes for reliability • Delays at 3rd Avenue 	<ul style="list-style-type: none"> • Must have transit lanes for reliability • Delays at 3rd Avenue/Main Street
Bus Operations	<ul style="list-style-type: none"> • Grade and intersection at 3rd Avenue 	
Grade	<ul style="list-style-type: none"> • Moderate to steep grade 	<ul style="list-style-type: none"> • Slight grade
Access and Connections	<ul style="list-style-type: none"> • Access to Colman Dock/Central Waterfront, Pioneer Square Station 	<ul style="list-style-type: none"> • Access to Pioneer Square, International District, King Street Station
Population		<ul style="list-style-type: none"> • Serves more people with two area stops • Greater density of residences
Parking	Similar levels of parking removed for two-way options; more for Main/Washington couplet.	
Neighborhood Concerns		<ul style="list-style-type: none"> • Noise and bus volumes • Historic District

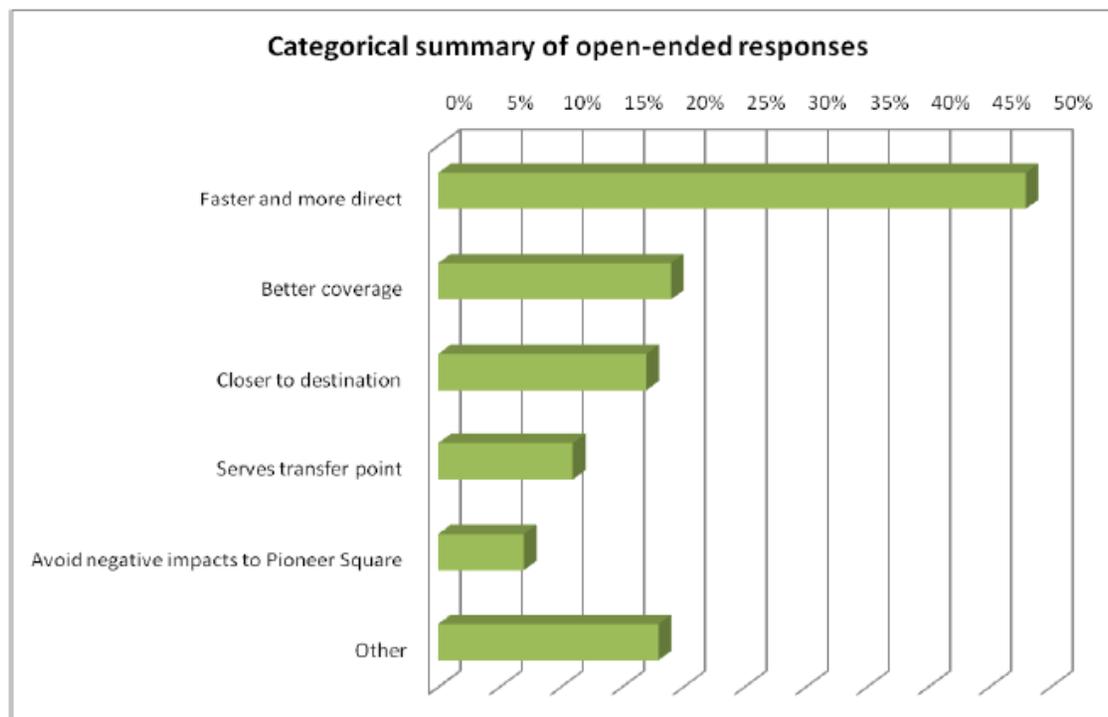
Southend Transit Pathways Project



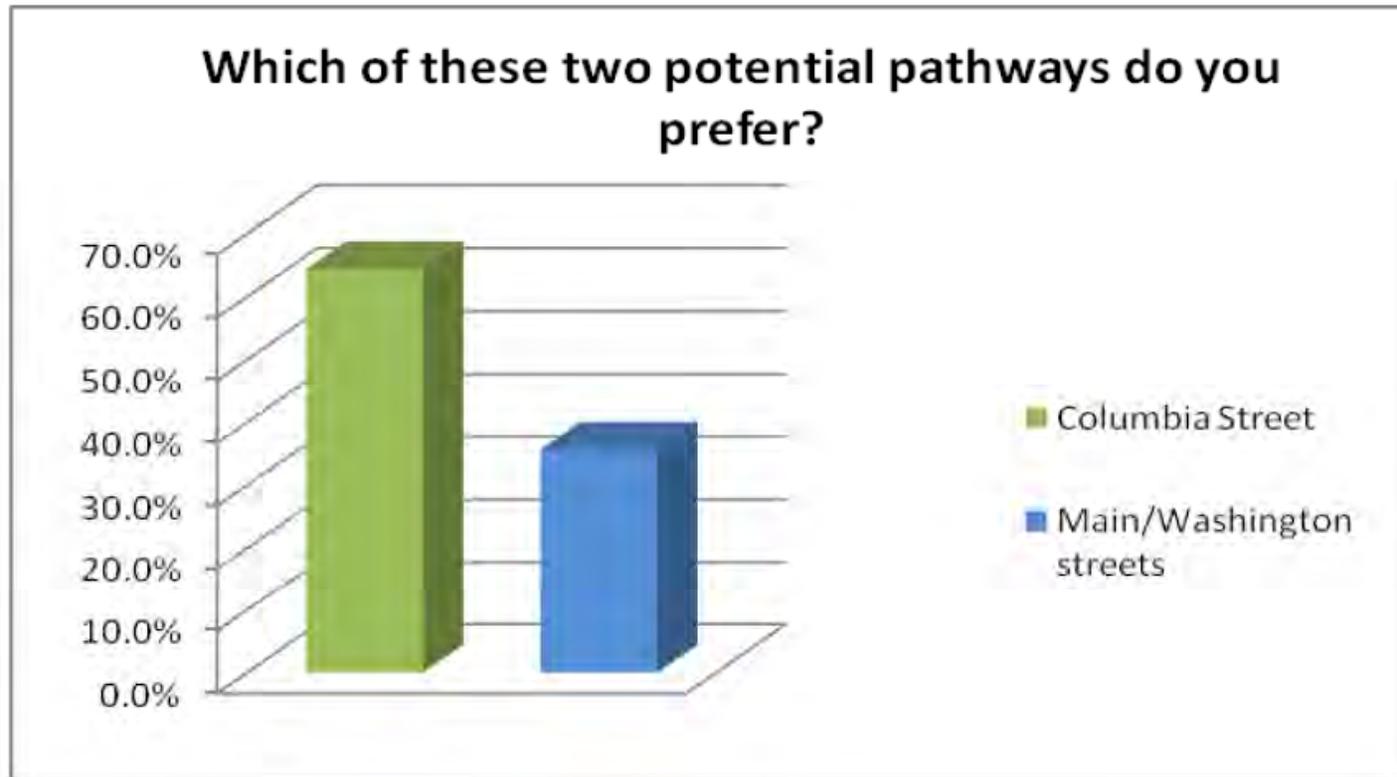
Inbound travel times increase 150%, compared to existing conditions

Pathway Survey Results

- Over 1,500 respondents
- Riders want a faster, more direct trip into downtown Seattle



Pathway Preference



- Preferred Columbia pathway
- Respondents preferred pathway most similar to their current one
 - West Seattle preferred Columbia
 - Ballard preferred Main/Washington

Additional Evaluation

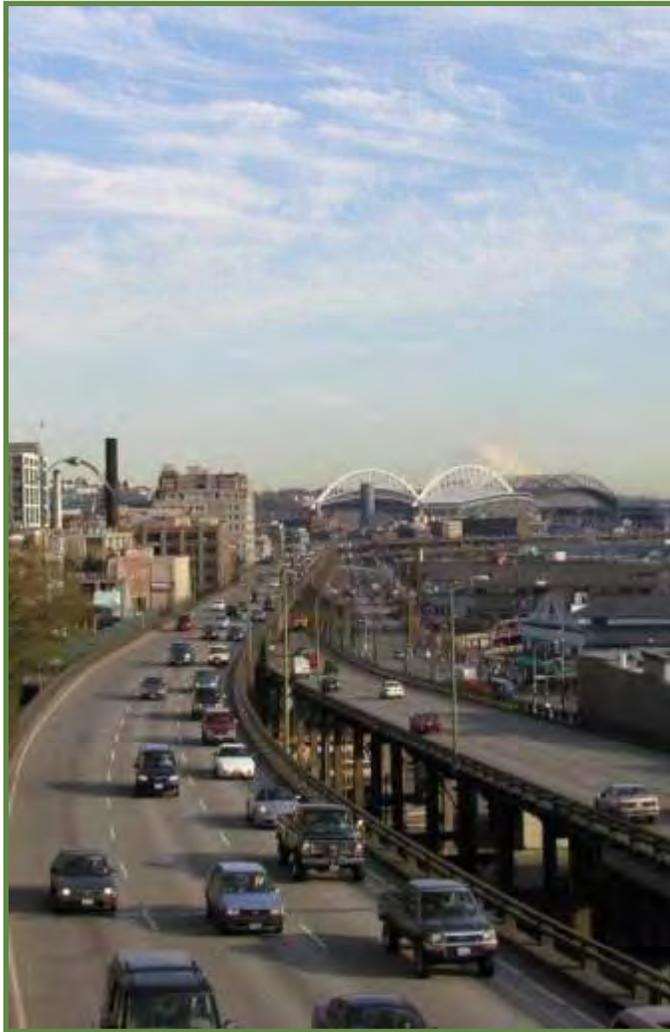
- Columbia Transit Hub
 - Stop-spacing and location
- Transit Priority Treatments
 - Alaskan Way
 - Columbia Street
- Interim Construction Pathway



Next Steps

- Complete pathway evaluation
- Work with City to develop Columbia Street Transit Hub design
 - All day transit priority treatments
 - Operational Improvements
- Connect with stakeholders and riders

Alaskan Way Viaduct Replacement Program



Website:

www.alaskanwayviaduct.org

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Hotline:

1-888-AWV-LINE