To illustrate that the improved South Portal configuration maintains the original vision and intent of the guidelines and guiding principles, provides additional opportunities for integration into the urban environment, and provides positive benefits for both drivers and pedestrians.
**Improved Configuration**

- TBM start-up 600' south of Alaskan Way Viaduct
- Smaller impact area
- Initial TBM operation is shallower, easier to access TBM and further from Alaskan Way Viaduct

**Previous Configuration**

- TBM start-up close to Alaskan Way Viaduct
- Larger impact area
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Portals & Connections

Open Space & Development
Available Open Space

Amount of open space

Improved Configuration—118,000 square feet

Previous Configuration—86,000 square feet

The improved layout provides 37% additional square feet of open/green space.
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Pedestrian Perspectives

#1
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Pedestrian Perspectives
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Pedestrian Perspectives

#6
Options for consideration

Option 1 – Raised planters on the NB off ramp

Option 2 – No raised planters on the NB off ramp
March

Today’s meeting – South Access Area Urban Design

April

- Updates to Urban Design Guidelines in response to March 17th meeting comments, and presentation on South Operations Building
- WSDOT/SDOT presentation on Railroad Way S. and First Avenue S.

May

- North Operations Building and North Area Urban Design
- WSDOT presentation on North Access City Streets

June

Final presentation of Bored Tunnel Project Urban Design Guidelines
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Web:
www.alaskanwayviaduct.org

E-mail:
viaduct@wsdot.wa.gov

Hotline:
1-888-AWV-LINE