

6.0: Scenario 4: Viaduct Weight-Restricted

The SR 99 Alaskan Way Viaduct and Seawall were damaged by the 2001 Nisqually earthquake, and are at risk of failure in the event of another seismic event. These forces could cause a condition in which restrictions are placed on the type and size of vehicles allowed to access the structure. Such restrictions would likely affect truck and transit use of the Viaduct facility.

Because the Alaskan Way Viaduct portion of SR 99 is a State Highway within the City of Seattle, legal responsibilities for maintenance and operations are spelled out in RCW 47.24.020. The State of Washington (specifically Washington State Department of Transportation) is responsible for the Viaduct structure and the City of Seattle (specifically, Seattle, Department of Transportation) is responsible for traffic operations and traffic control in cooperation with Seattle Police and SDOT's Commercial Vehicle Enforcement officers for law enforcement.

Should structural engineers deem the structure unsafe for some levels of traffic, the decision to limit use of the Viaduct will be made by WSDOT, in consultation with SDOT. By agreement, if the decision is made by WSDOT to impose certain restrictions on the Viaduct, WSDOT will provide signage and traffic control measures to ensure awareness and compliance with the use restrictions. Though this change of availability of the Alaskan Way Viaduct for some modes of vehicular traffic would likely not be sudden (as would an accident or natural disaster) it would be disruptive to some elements of the traffic constituency it currently serves and could significantly impact City streets and traffic patterns.

There are several proactive actions that could be taken to mitigate the effects of weight restrictions on the Viaduct. SDOT would pursue these traffic management goals:

- Rapidly move to implement planned traffic detour systems for affected traffic.
- Manage the remaining transportation system in and around Seattle to work as well as possible to accommodate the increased burden placed upon it by the limitations of use of the SR 99 system.

Scenario 4: Viaduct Weight-Restricted

ACTION PLAN

| Immediate Actions | | |
|--|----------------------------------|---------------------------|
| <u>Action</u> | <u>Responsible Party</u> | <u>Complete Date/time</u> |
| By agreement, if a decision is made to restrict use of any portion of SR 99 through Seattle, that decision would be transmitted from WSDOT's NW Regional Director to SDOT's Traffic Engineer. | WSDOT & Seattle Traffic Engineer | |
| Communicate with WSDOT NW Region Traffic Operations Center to confirm understanding of restrictions and to ensure coordination of efforts. (SPECIFIC PHONE NUMBER CONTAINED IN STAFF DOCUMENT ONLY). | Incident Oversight Team Lead | |
| Advise SPD & SFD using direct intercom if they are not already aware of the situation. | Charles Street Dispatcher | |
| Upon being made aware of the closure of the Alaskan Way Viaduct, contact any of the following for authorization to initiate "Scenario 4 – Viaduct weight-restricted Action Plan" 1) Director, Traffic Management Division 2) Manager, Traffic Operations 3) Manager, Signal Operations 4) Director, Street Maintenance 5) Director, Roadway Structures (see Appendix I for contact information) Note: Whoever is contacted to initiate actions is responsible for advising SDOT Director, Traffic Division Director and convening the Incident Oversight Team | Charles Street Dispatcher | |
| Incident Oversight Team – assess situation and make determination to continue as proscribed in Action Plan or modify as needed. | Incident Oversight Team | |
| Notify King County Metro Transit to use established alternate routes | Incident Oversight Team | |
| Initiate PIO Communications Plan to advise affected constituencies of heavy vehicle detour routes | Incident Oversight Team | |







| First Follow-up Actions | | |
|--------------------------------|--------------------------|---------------------------|
| <u>Action</u> | <u>Responsible Party</u> | <u>Complete Date/time</u> |
| | | |

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|--|--------------------------|---------------------------|
| <u>Action</u> | <u>Responsible Party</u> | <u>Complete Date/time</u> |
| Post signage at appropriate locations (depending on nature of limitations) to advise affected traffic of restrictions. | Incident Oversight Team | |
| Post signage at appropriate locations (depending on nature of limitations) indicating recommended detour routes. | Incident Oversight Team | |
| Mark detour routes | Incident Oversight Team | |


| Additional Follow-up Actions | | |
|---|--------------------------|---------------------------|
| <u>Action</u> | <u>Responsible Party</u> | <u>Complete Date/time</u> |
| Engage affected traffic constituents in evaluating initial traffic management systems. | Incident Oversight Team | |
| Evaluate and implement, where appropriate, modifications to initial traffic management systems. | Incident Oversight Team | |
| Continue to evaluate efficacy of traffic management initiatives and make improvements where possible. | Incident Oversight Team | |

AWW Closure Traffic Control for Truck and Freight

Legend

-  Northbound
-  Southbound
-  Truck Route-Alaskan WY Open
-  Major Truck Streets
-  Arterials
-  Downtown Traffic Control Zone

30 feet or longer are restricted 7:00 a.m. to 7:00 p.m. from Downtown Traffic Control Zone.
Vehicles over 24 feet or over 24,000 pounds gross weight are restricted from the downtown traffic control zone from 4:00 p.m. to 6:00 p.m.

 Truck Through Trips to I-5 diverted by VMS and permanent signs.

