

Alaskan Way Viaduct & Seawall Replacement Program



Seattle Design Commission
March 17, 2011

Alaskan Way Viaduct & Seawall Replacement Program

Goals and Objectives

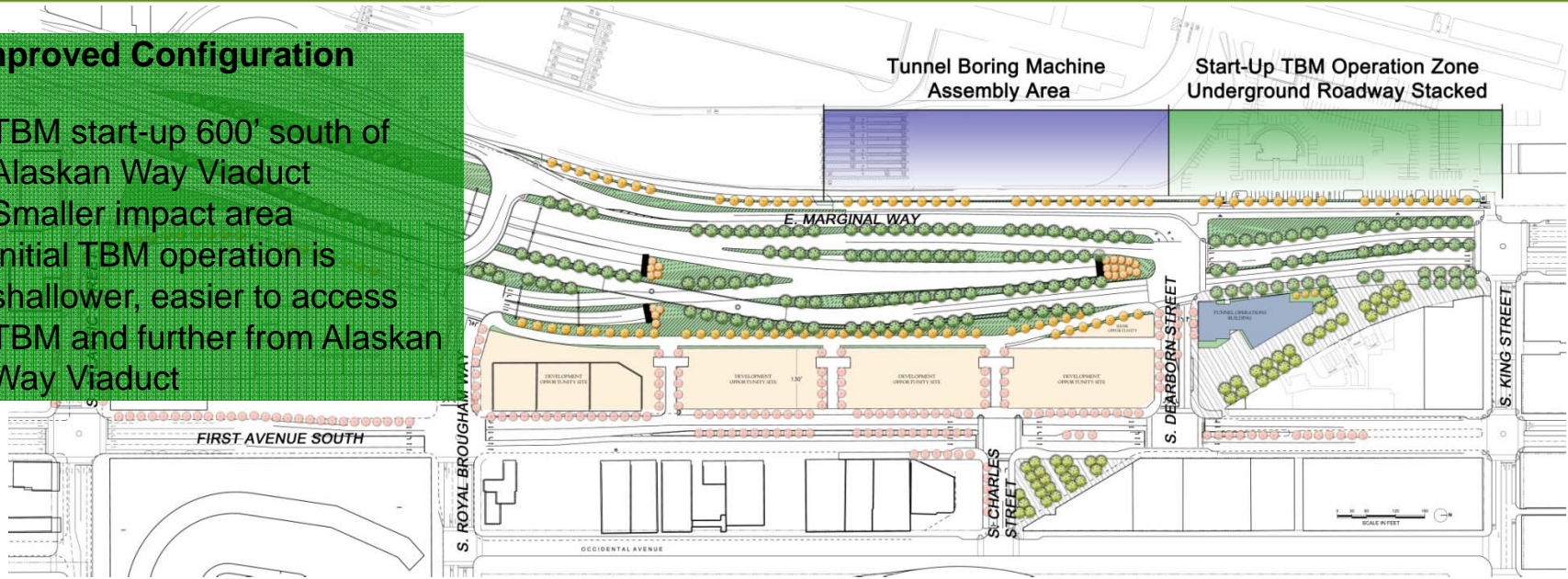
To illustrate that the improved South Portal configuration maintains the original vision and intent of the guidelines and guiding principles, provides additional opportunities for integration into the urban environment, and provides positive benefits for both drivers and pedestrians.



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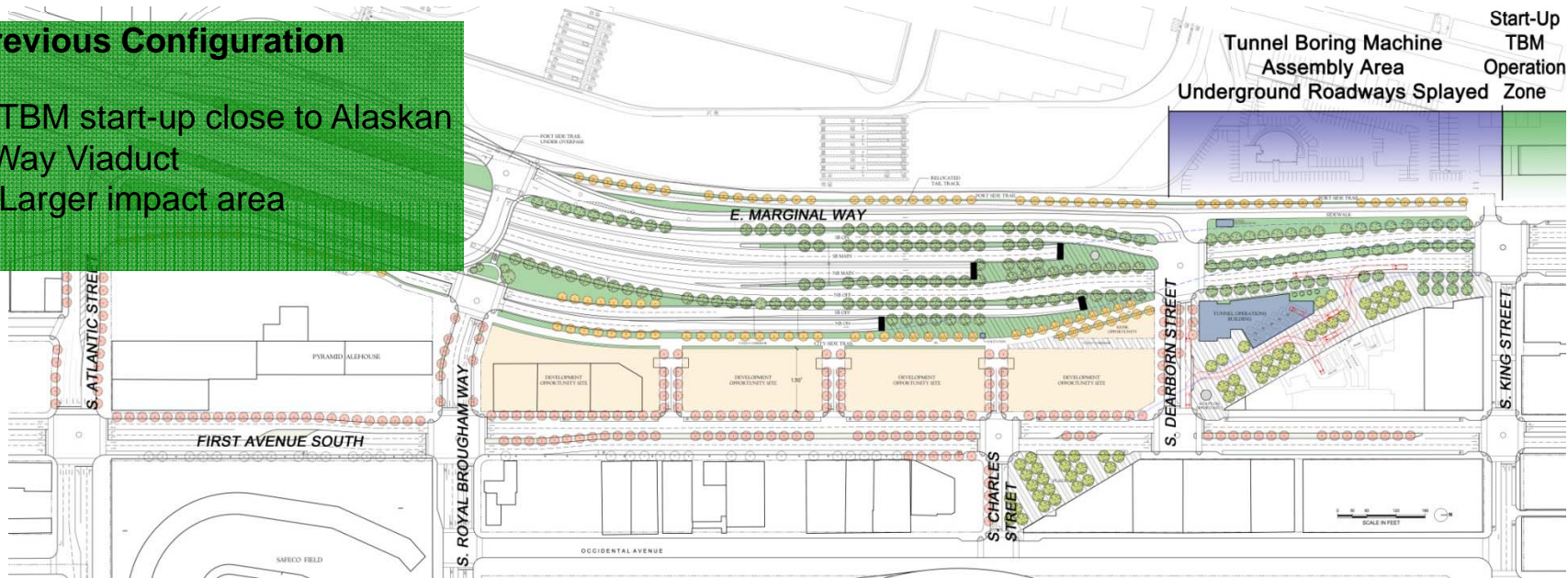
Improved Configuration

- 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

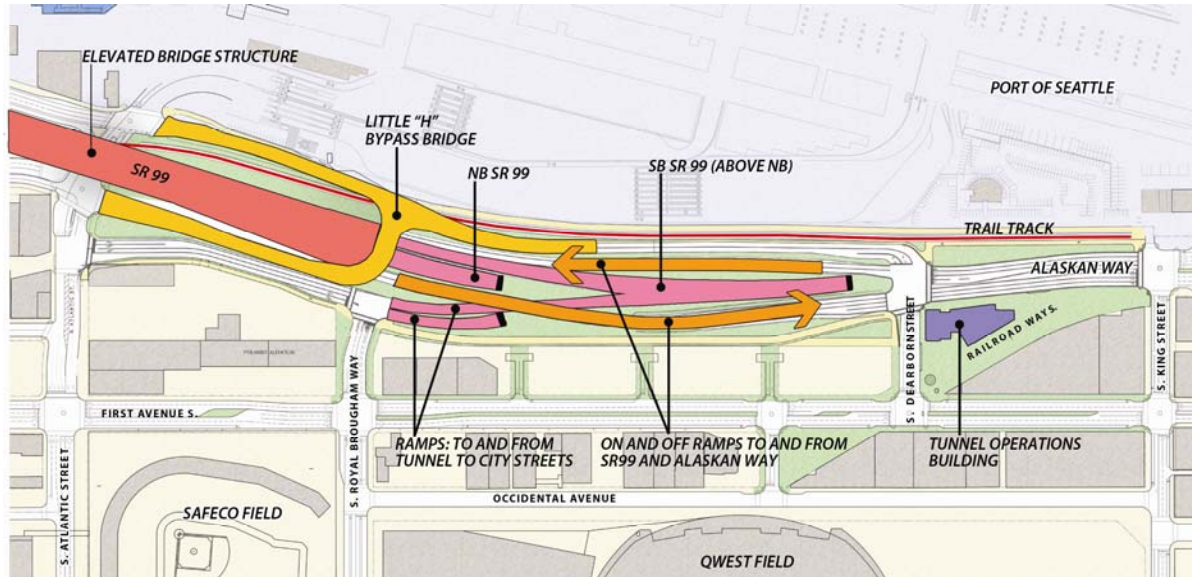


Previous Configuration

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



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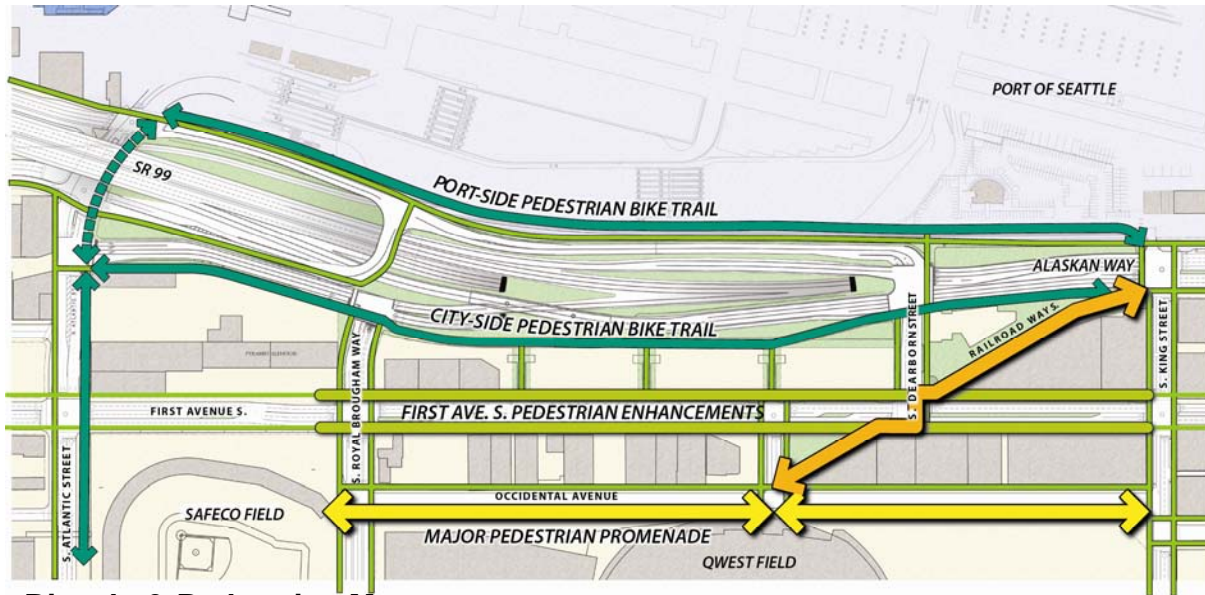


Portals & Connections

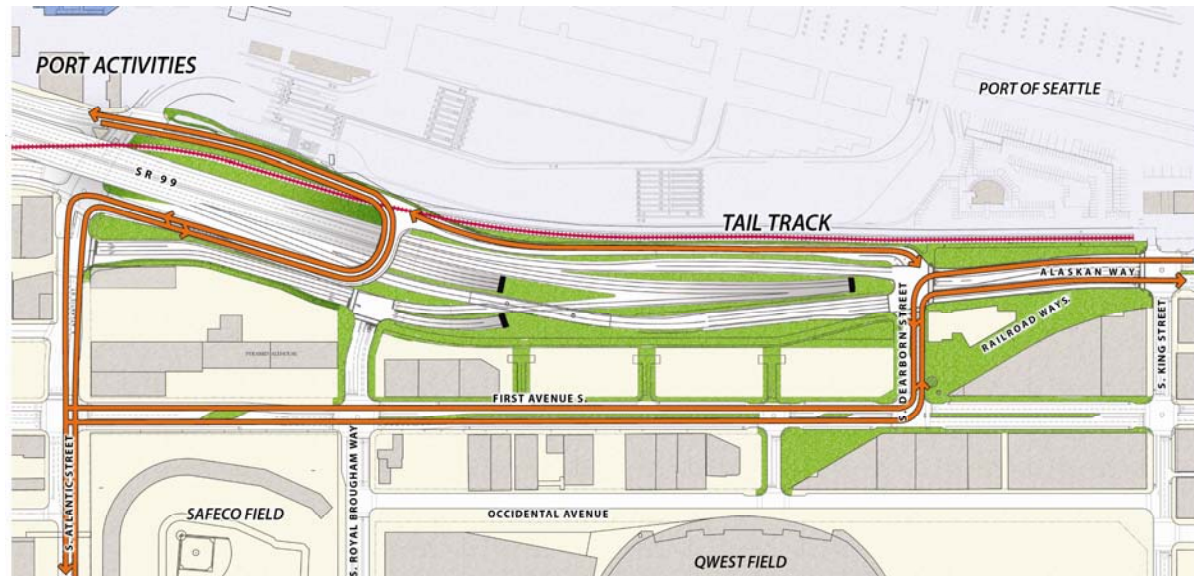


Open Space & Development

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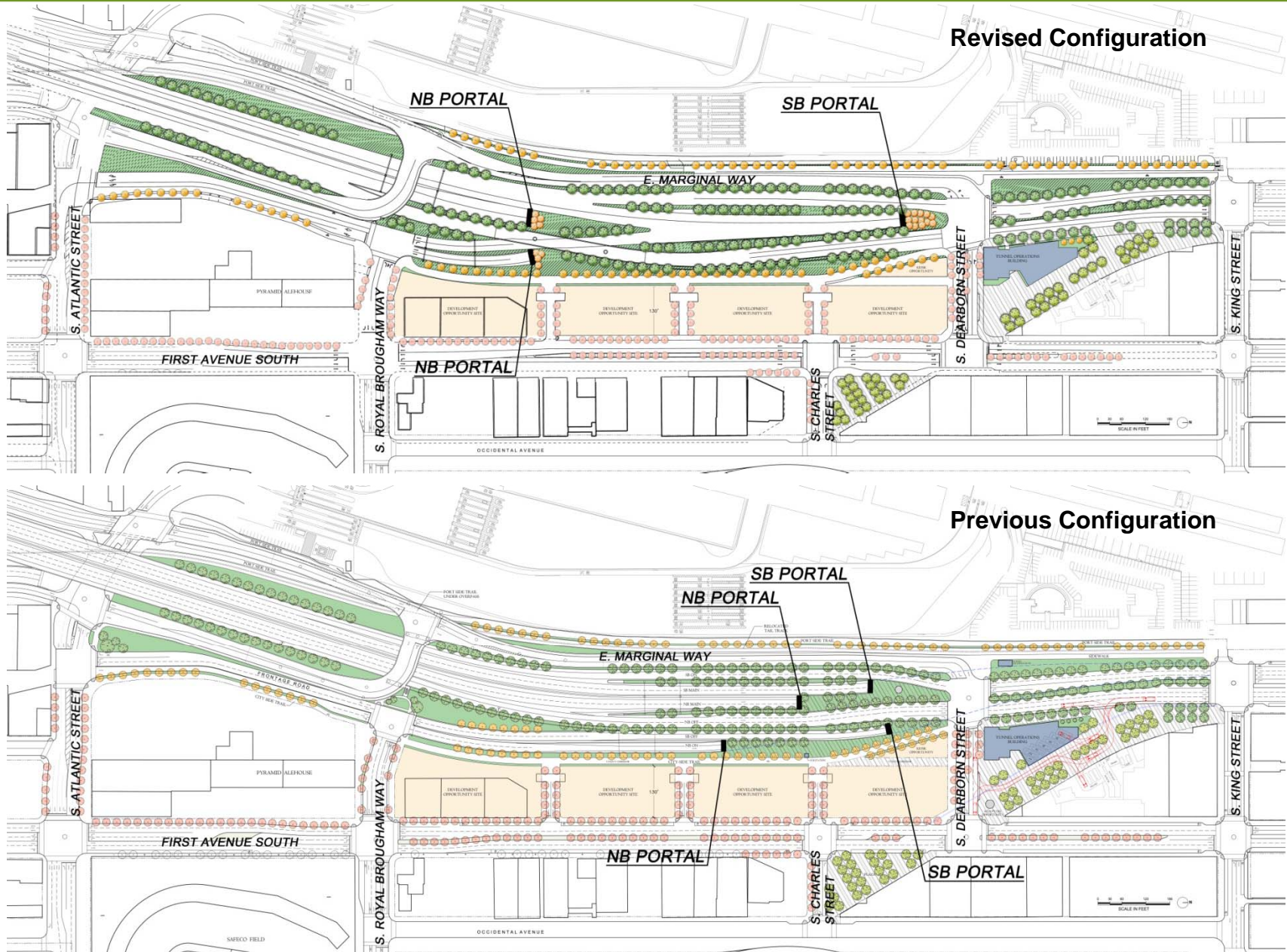


Bicycle & Pedestrian Movement



Access To SR 519 & Waterfront

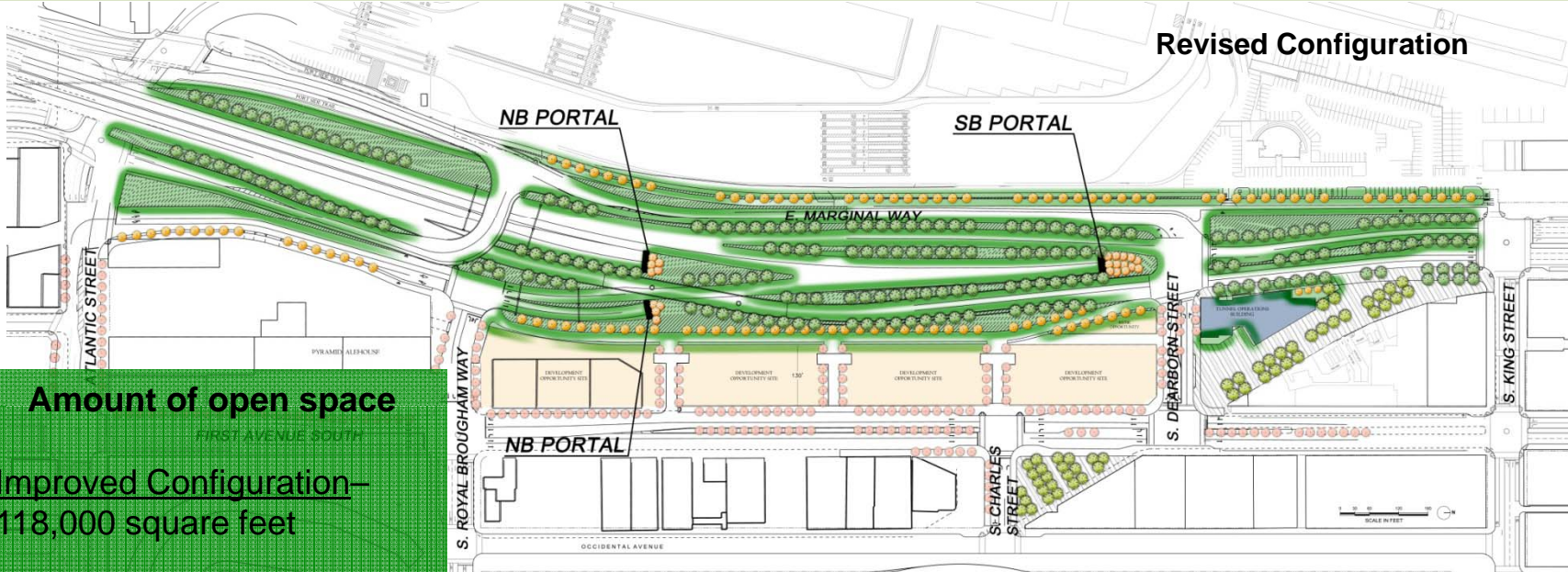
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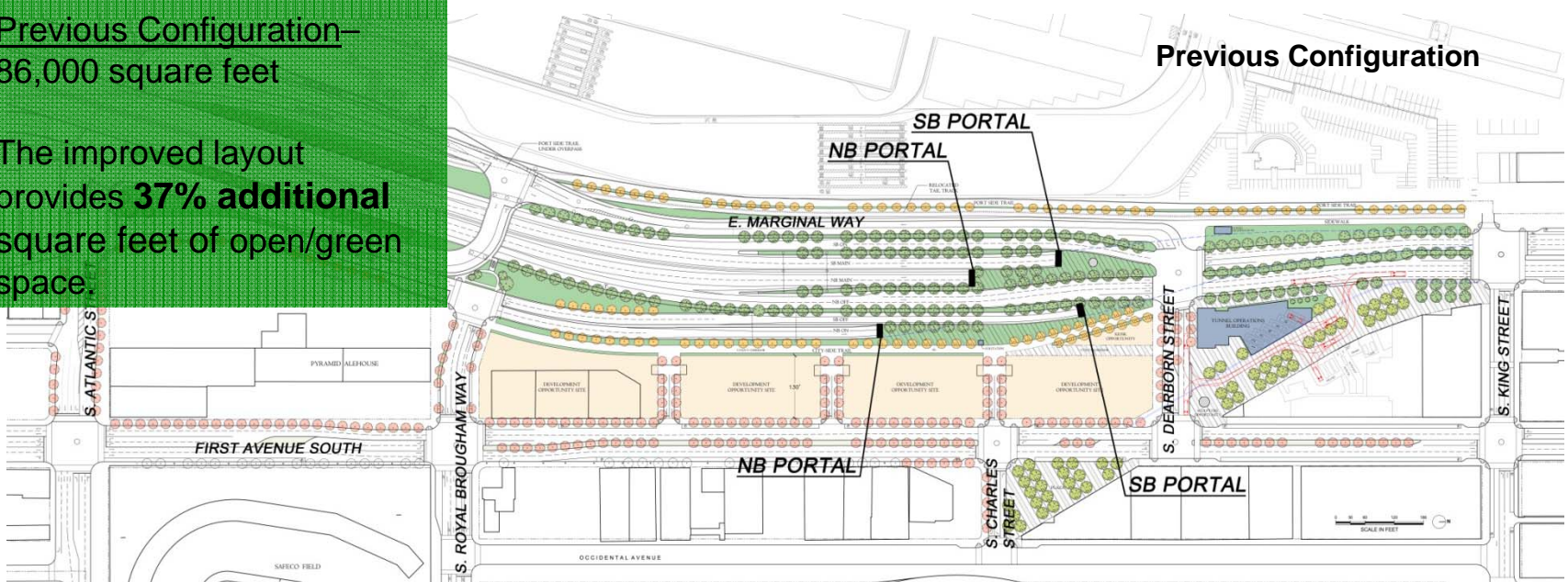
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Available Open Space

Revised Configuration



Previous Configuration



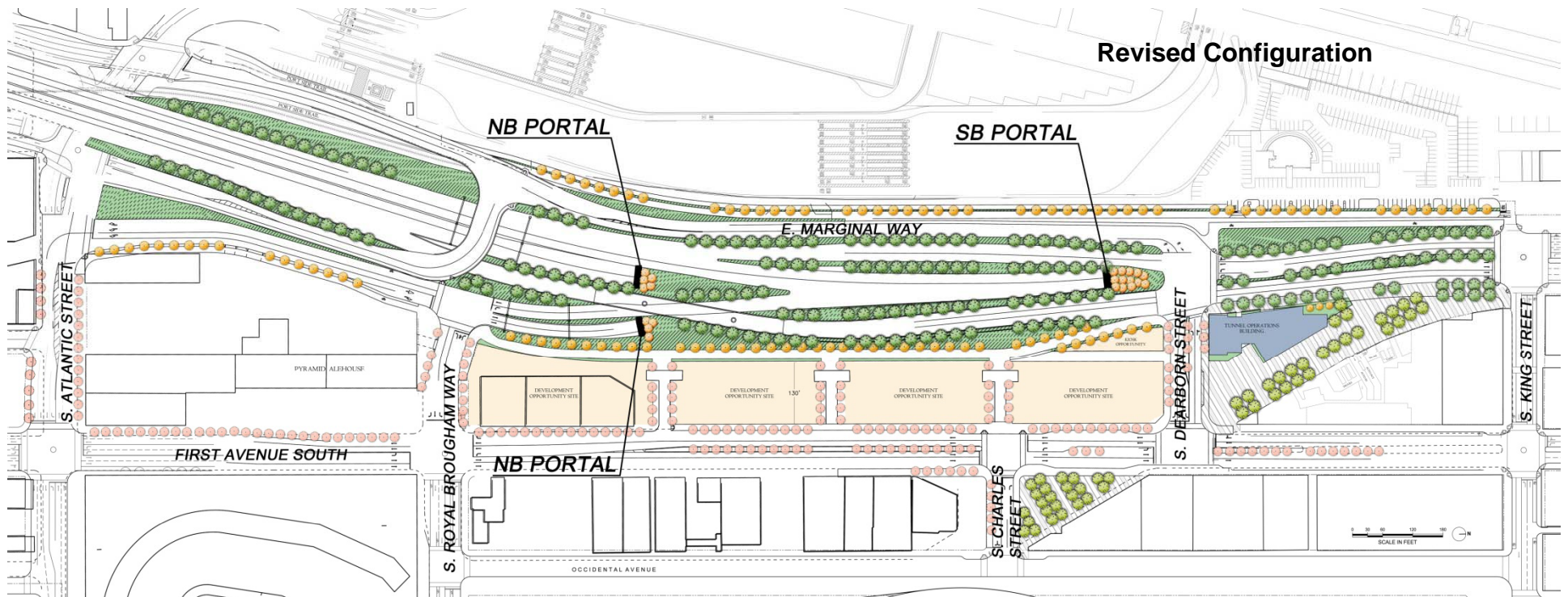
Amount of open space

Improved Configuration—
118,000 square feet

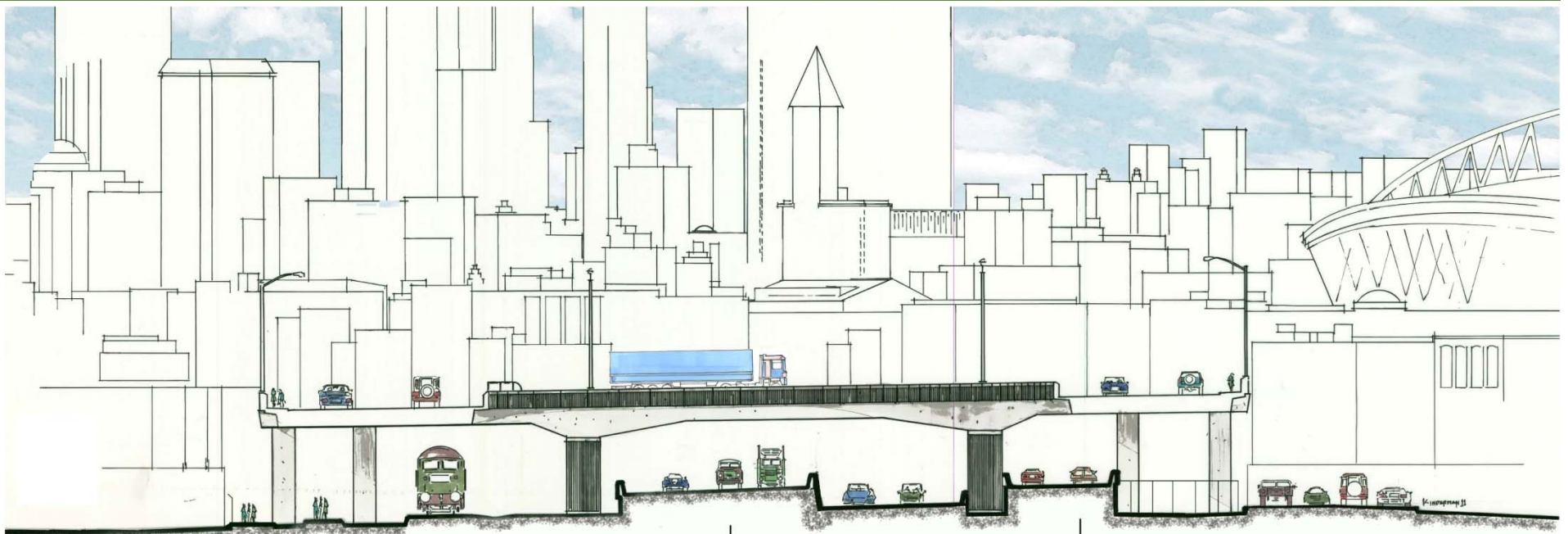
Previous Configuration—
86,000 square feet

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

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Overhead Bypass Bridge



Elevation View:

Showing the view looking north
from SR 99

Port Side
Path

Tail
Track

SR 99
Southbound

SR 99
Northbound

Northbound
Off Ramp

East Frontage
Road

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Driver Perspectives



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Driver Perspectives



#2

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Driver Perspectives



#3

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Driver Perspectives



Alaskan Way Viaduct & Seawall Replacement Program

Pedestrian Perspectives



#1

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Pedestrian Perspectives



#2

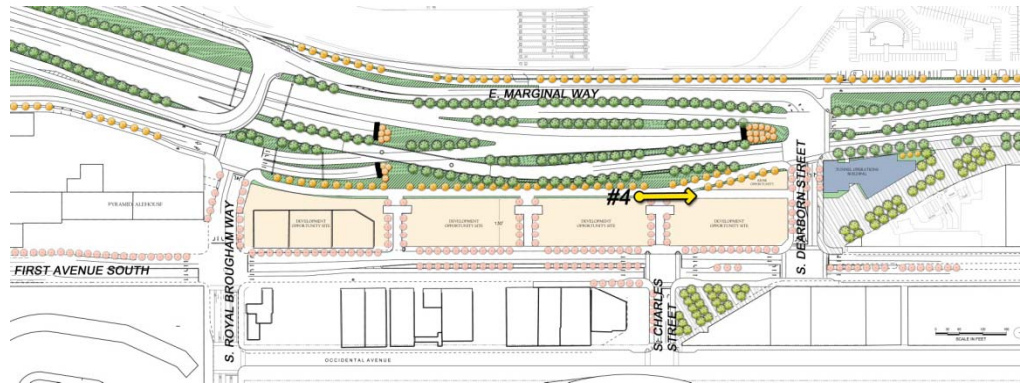
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Pedestrian Perspectives



Alaskan Way Viaduct & Seawall Replacement Program

Pedestrian Perspectives



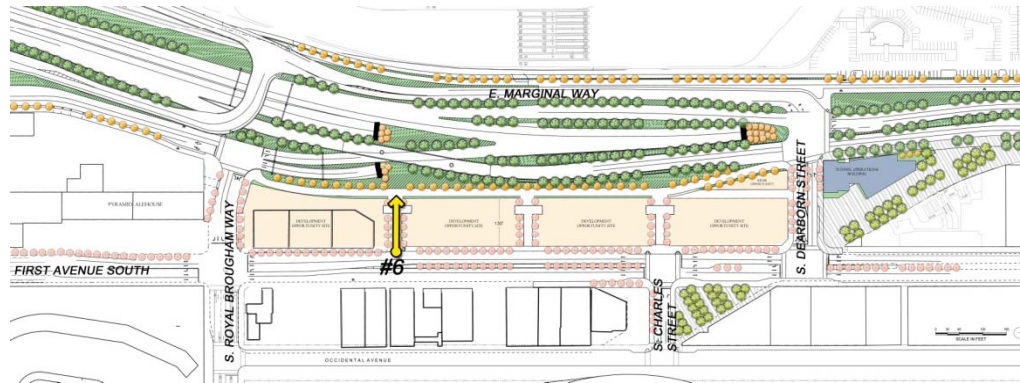
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Pedestrian Perspectives



Alaskan Way Viaduct & Seawall Replacement Program

Pedestrian Perspectives



#6

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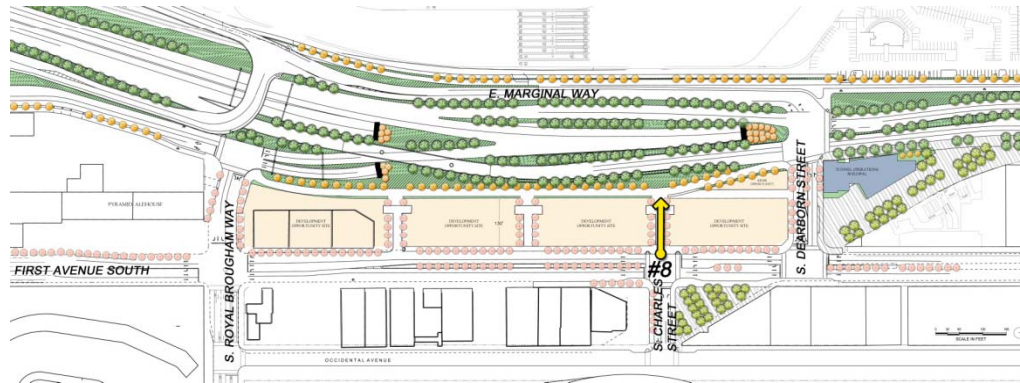
Pedestrian Perspectives



#7

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Pedestrian Perspectives



#8

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Options for consideration

Option 1 – Raised planters on the NB off ramp

Option 2 – No raised planters on the NB off ramp



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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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