

What you can expect during construction

Work hours

- Crews will work 7 am to 11 pm, 7 days per week from April to Sept.; daytime wrap-up work will be ongoing until Nov.
- Some nighttime work, after 11 pm, may be done periodically in order to complete the project within the designated closure period.

Noise

- Nearby neighbors can expect an increase in noise due to construction activities during daytime and evening hours.
- Types of construction noise include backup alarms, truck traffic, and heavy machinery including cranes, loaders, and haulers.
- SDOT will monitor noise around the work area.

Traffic Impacts

- Pre-Closure & Wrap-Up: Single lane closure and periodic sidewalk closures.
- Closure: Viaduct closed to all traffic, bicycles and pedestrians.
- Increased truck traffic around the project vicinity from April until Nov.

Final design of the new structure

The City will replace the west approach using a Mechanically Stabilized Flowable Fill technology.

- Pre-made concrete panels are used to create the outer walls.
- The area between the new walls will be backfilled with a “flowable fill.”
- The cross section of the roadway will stay the same, with two westbound lanes, one eastbound lane, and a pedestrian pathway.

Benefits of the design include

- Minimizes the length of time the viaduct is closed.
- Eliminates space under roadway (solid wall) and enhances public safety.
- Allows SDOT to leave the existing creosote-treated timbers under the viaduct in place, minimizing hazardous waste disposal.
- Does not preclude future improvements to the structure.



Wall renderings

Stay in touch

For more information about this project please visit the project Web site:
www.seattle.gov/transportation/45th-bridge.htm

If you have questions or concerns please contact us:

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Bridging the Gap

Bridging the Gap is the \$365 million levy passed by Seattle voters in 2006.

It enables much-needed work by SDOT, such as roadway paving, sidewalk development and repair, bridge maintenance, and tree pruning and planting. It also supports the Bicycle and Pedestrian Master Plans, enhanced transit connections, and large Neighborhood Street Fund Projects.



NE 45th Street Viaduct Project West Approach Replacement



Construction on the NE 45th Street Viaduct begins in April

The NE 45th Street Viaduct’s existing west approach is nearing the end of its structural life and needs to be replaced to maintain a safe and efficient travel corridor for vehicles, pedestrians, and bicycles. The Seattle Department of Transportation (SDOT) is planning to replace the 468-foot west approach during the summer of 2010, and evaluate the east approach and main span for seismic retrofit needs, minimizing the need for long-term maintenance and short-term fixes. The project is part of the City of Seattle’s Bridging the Gap program, and is currently budgeted to cost \$30 million.

- The NE 45th Street Viaduct was originally constructed in 1938. Portions of the structure are nearly 70 years old.
- The viaduct has had several retrofits and partial reconstructions in the 1970’s and in 1995.
- The existing 468-foot west approach is nearing the end of its structural life and needs to be replaced to maintain a safe and efficient travel corridor for vehicles, pedestrians, and bicycles.



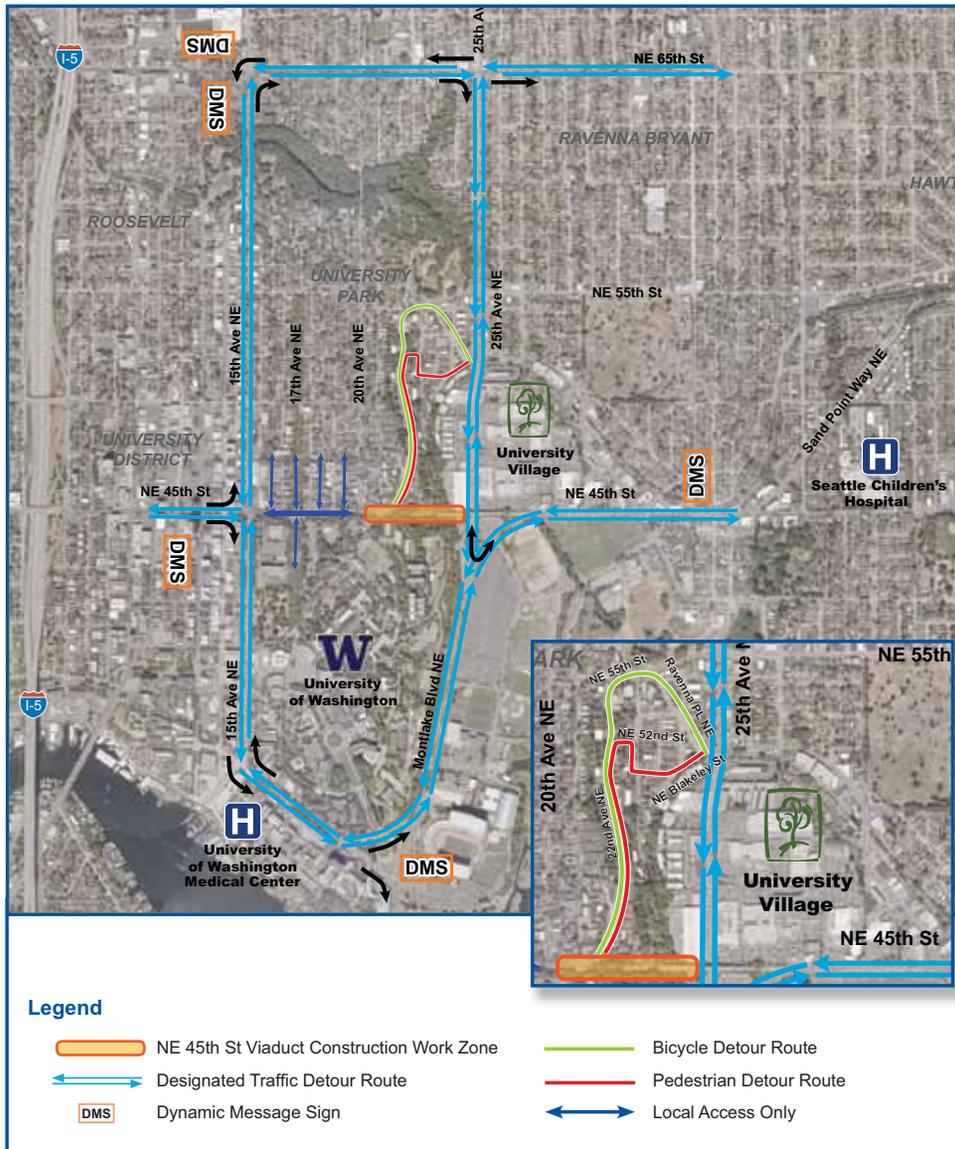
Aging timbers under the west approach

The NE 45th Street Viaduct is a major thoroughfare in Northeast Seattle. It connects Interstate-5 and the University District to the Northeast Seattle neighborhoods, including University Village, the University of Washington’s Husky Stadium, Seattle Children’s Hospital, and businesses along Sand Point Way NE.

Project map



SDOT's preferred detour routes



How we will keep you safe and moving during the viaduct closure

Early action projects prior to viaduct closure

- Temporary traffic revisions at the intersection of NE 55th St, NE Ravenna Blvd, and 22nd Ave NE
- Improve truck signage along NE Ravenna Blvd
- Conduct a warrant and speed study for potential improvements at the intersection of NE 54th St and 20th Ave NE
- Improve visibility and maintenance of lighting along the pedestrian detour route
- Install priority signalization for emergency vehicles

During the viaduct closure

- Uniformed Police Officers at key intersections
- Local Access Only signage near construction zone
- Dynamic Message Signs at key intersections
- Signal timing modifications
- Limited parking restrictions along detour route



Proposed construction schedule and activities

Pre-Closure		Closure			Wrap-Up		
Apr	May	June	July	Aug	Sept	Oct	Nov
		UW commencement (June 12)			1st Husky Game (Sept 11)		
		June 14 - Sept 10					
<ul style="list-style-type: none"> • Stabilize the slope • Install drainage • Construct the foundations for the new structure and install concrete wall panels • Fill in the new structure with "flowable fill" 		<ul style="list-style-type: none"> • Remove the existing roadway • Re-grade the roadway to improve sight distance at the top of the existing viaduct • Build the new road on top of the new structure 			<ul style="list-style-type: none"> • Install lighting • Finalize lane striping and pedestrian markings • Re-plant the area around the new structure 		