

# Mercer East Construction

Stage 1	Stage 2	Stages 3	Stages 4
(fall 2010 to winter 2012)	(winter 2012 to fall 2012)	(fall 2012 to spring 2013)	(spring 2013 to summer 2013)
<ul style="list-style-type: none"> <li>Construct 9th Avenue North sewer replacement and roadway improvements</li> <li>Begin constructing Broad Street connection</li> <li>Construct westbound Mercer Street lanes north of existing lanes</li> <li>Begin Roy Street improvements</li> </ul>	<ul style="list-style-type: none"> <li>Reroute existing eastbound Mercer Street traffic to new lanes; construct improvements to eastbound lanes</li> <li>Construct Westlake Avenue N improvements</li> <li>Begin constructing Fairview Avenue North improvements</li> <li>Mercer Street open to two-way traffic at end of Stage 2</li> </ul>	<ul style="list-style-type: none"> <li>Begin constructing Valley Street improvements</li> <li>Complete construction of Fairview Avenue North improvements</li> <li>Complete Roy Street improvements</li> <li>Complete Broad Street connection</li> </ul>	<ul style="list-style-type: none"> <li>Complete Westlake Avenue North improvements</li> <li>Complete Valley and Broad Street improvements</li> </ul>

## 4 Easy Ways to Stay Informed

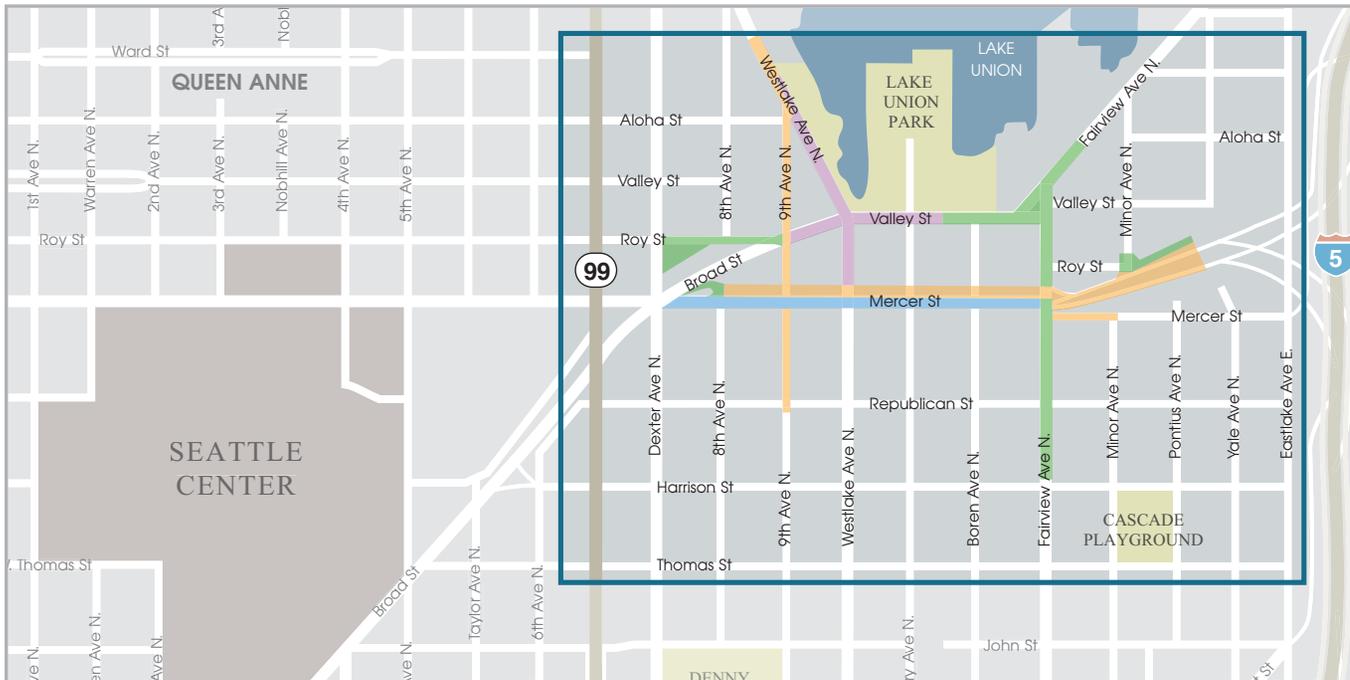
- 1 Sign up for email updates:** Email updates are the best way to stay informed about upcoming construction activities. You can sign up today or visit our website to join the email list.
- 2 Email:** [mercinfo@seattle.gov](mailto:mercinfo@seattle.gov)
- 3 24-hour Hotline:** (206) 419-5818
- 4 Website:** [www.seattle.gov/Transportation/ppmp\\_mercer.htm](http://www.seattle.gov/Transportation/ppmp_mercer.htm)

We'll also be out in the community, sharing information through:

- Briefings to community and neighborhood groups
- Booths at community events
- Frequent email and media updates
- Door-to-door outreach
- Construction flyers

## Project Funding

Construction of Phase 1 (Mercer East) is possible thanks to a \$30 million Transportation Investments Generating Economic Recovery (TIGER) Grant, more than \$30 million in private contributions, and a host of other local and federal funding sources.



Schedules are estimated and are dependent on weather conditions and availability of materials.