

## Project Overview

For more than 40 years, the Mercer Corridor has been one of the City's most significant transportation challenges. Some 80,000 vehicles at the I-5 interchange, along with growing numbers of pedestrians and bicyclists, travel the Mercer Corridor between Elliott Ave. W and I-5 each day, making it a critical east/west route for keeping people, goods, and services moving.

In early 2010, SDOT began the first phase of construction and Mercer St. opened to two-way traffic between I-5 and 9th Ave. N in August 2012. The next phase of construction, between Dexter Ave. N and 5th Ave. W, began in 2013 and is anticipated to be complete in late summer 2015.

The Mercer Corridor Project is an important element of the program of improvements to replace the Alaskan Way Viaduct. The Mercer Corridor Project will connect Seattle Center and neighborhoods in northwest Seattle to the tunnel. Together the two projects will rebuild the street grid across Aurora Avenue N to connect South Lake Union, Uptown and Seattle Center.

## Key Improvements

- Open Mercer Street to two-way traffic
- Widen Mercer Street between 9th Avenue N and 5th Avenue N
- Re-configure Mercer and Roy streets for two-way traffic between 5th Avenue N and Queen Anne Avenue N
- Widen sidewalks under SR 99 and improve pedestrian connections along the corridor
- Provide a continuous bikeway from Dexter Avenue N to Queen Anne Avenue N
- Reduce conflict between cars, trucks, pedestrians and bicyclists

## Final Configuration



- 1 **December 2014:** Completed **new SR 99 bridge** over Mercer St. Replacing the old bridge allowed for the critical widening of Mercer St. providing enough space for three lanes of traffic in each direction and more space for pedestrians and bicycles.
- 2 **May 2014:** Opened Mercer St. between 1st Ave. N and 9th Ave. N; Roy St. between Queen Anne Ave. N and 5th Ave. N; and Queen Anne Ave. N between Roy and Mercer streets to **two-way traffic**.
- 3 **June 2014:** Permanently **closed Broad St.** between 9th Ave. N and 5th Ave. N to accommodate the widening of Mercer St and construction of the North Portal Area of the SR 99 Tunnel.
- 4 **November 2014:** Opened **third eastbound lane** on Mercer St. between 5th Ave. N and 9th Ave. N, and opened two new left turn lanes from westbound Mercer St. onto southbound 5th Ave. N.
- 5 **May 2015:** Opened the **new bike lanes** on the north side of Mercer St. between Dexter Ave. N and 5th Ave. N connecting the South Lake Union and Uptown neighborhoods.
- 6 **June 2015:** Opened the **new Dexter-Mercer intersection** including new bike lanes, sidewalks, striping, and a new signal.



## What's next?

Adaptive signal control is under design and expected to be installed on Mercer Street in 2016.

WSDOT is constructing the SR 99 highway connection from the Mercer bridge to the new Tunnel. WSDOT will rebuild Aurora Avenue North with signalized intersections at John, Thomas, and Harrison streets once the tunnel is open to traffic.

The Mercer West Project will install a large pipe in Roy Street between Fourth Ave N and Fifth Ave N this Fall. This will provide storm water detention to meet Code requirements for WSDOT's North Portal Area Projects in a way this is cost-effective for the Tunnel Program and for Seattle Public Utilities who will own and maintain the detentions system.

## Project Funding

The Mercer Corridor Project has been possible thanks to two Transportation Investments Generating Economic Recovery (TIGER) Grants worth \$30 and \$14 million, more than \$30 million in private contributions, and a host of other local, state and federal funding sources.



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