

Overview

What are we doing?

Relieving a serious chokepoint in the Duwamish area by:

- Building an overpass between 1st Avenue S and 4th Avenue S
- Closing the at-grade crossing of the Burlington Northern Santa Fe (BNSF) railroad tracks on S Lander Street
- Separating vehicular, pedestrian, and bicycle traffic from rail traffic

Benefits

- Improves safety
- Keeps commuters and traffic moving
- Reduces delays caused by trains
- Improves access to the Port, the stadiums, and the future Sound Transit light rail station
- Provides congestion relief during major construction
- Reduces emissions from idling vehicles



Cost Estimate:

\$75–80 million

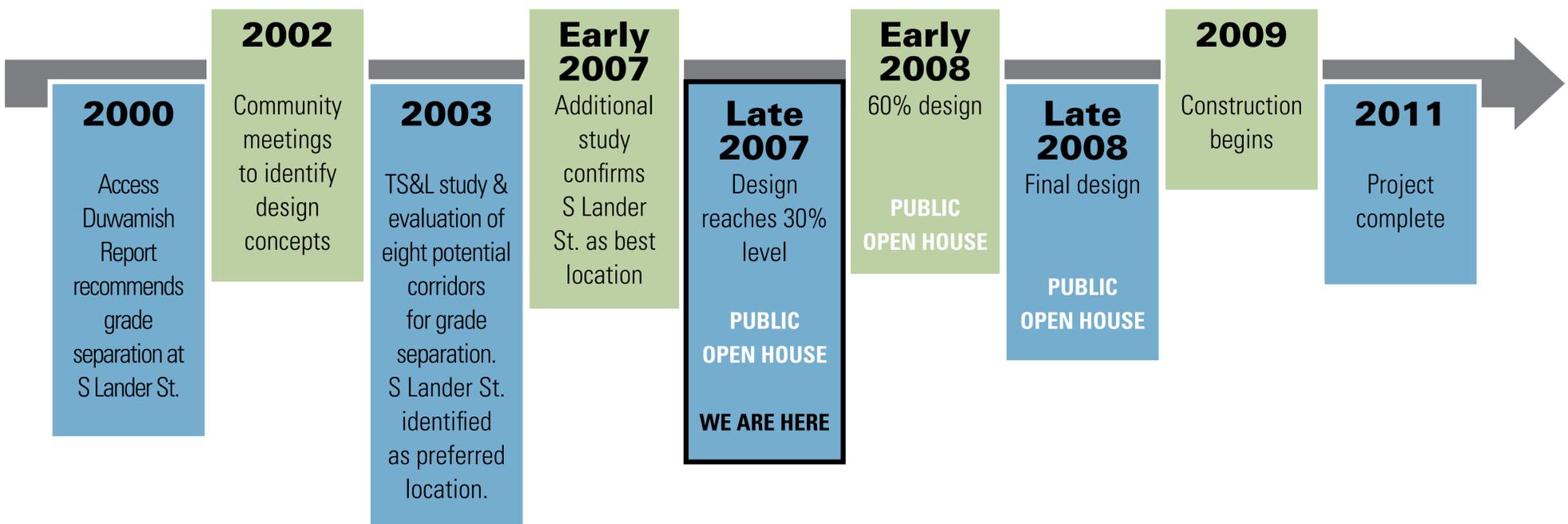
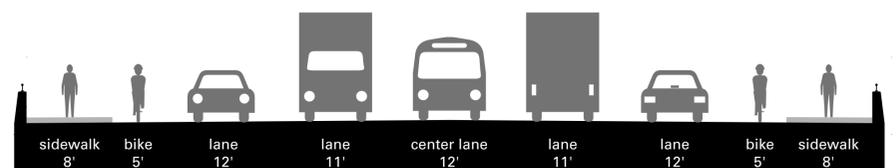
Funding:

- \$20 million Bridging the Gap
- \$8.3 Freight Mobility Strategic Investment Board
- Additional funding still needed

S Lander Street Today...



S Lander Street Tomorrow...



Alternatives We Studied

How did we choose the S Lander St. Alternative?

- Eight corridors were considered for grade separation
- Underpass and overpass alternatives were reviewed
- Utility relocation requirements and right-of-way needs identified an overpass as the best option
- S Lander Street identified as the preferred location, but the TS&L recommended further study of the S Hanford Street Alternative

S Lander Street Alternative

Benefits

- Closes an existing at-grade crossing
- Improves safety conditions for all users on an existing arterial
- Ideally suited to provide pedestrian and transit connections to the future Sound Transit S Lander Street light rail station
- No impact to rail-dependent businesses
- Can be built in existing right-of-way, minimal property acquisition needed

Weaknesses

- Some adjacent businesses lose direct access to S Lander Street
- Loss of visibility to some businesses on S Lander Street



S Hanford Street Alternative

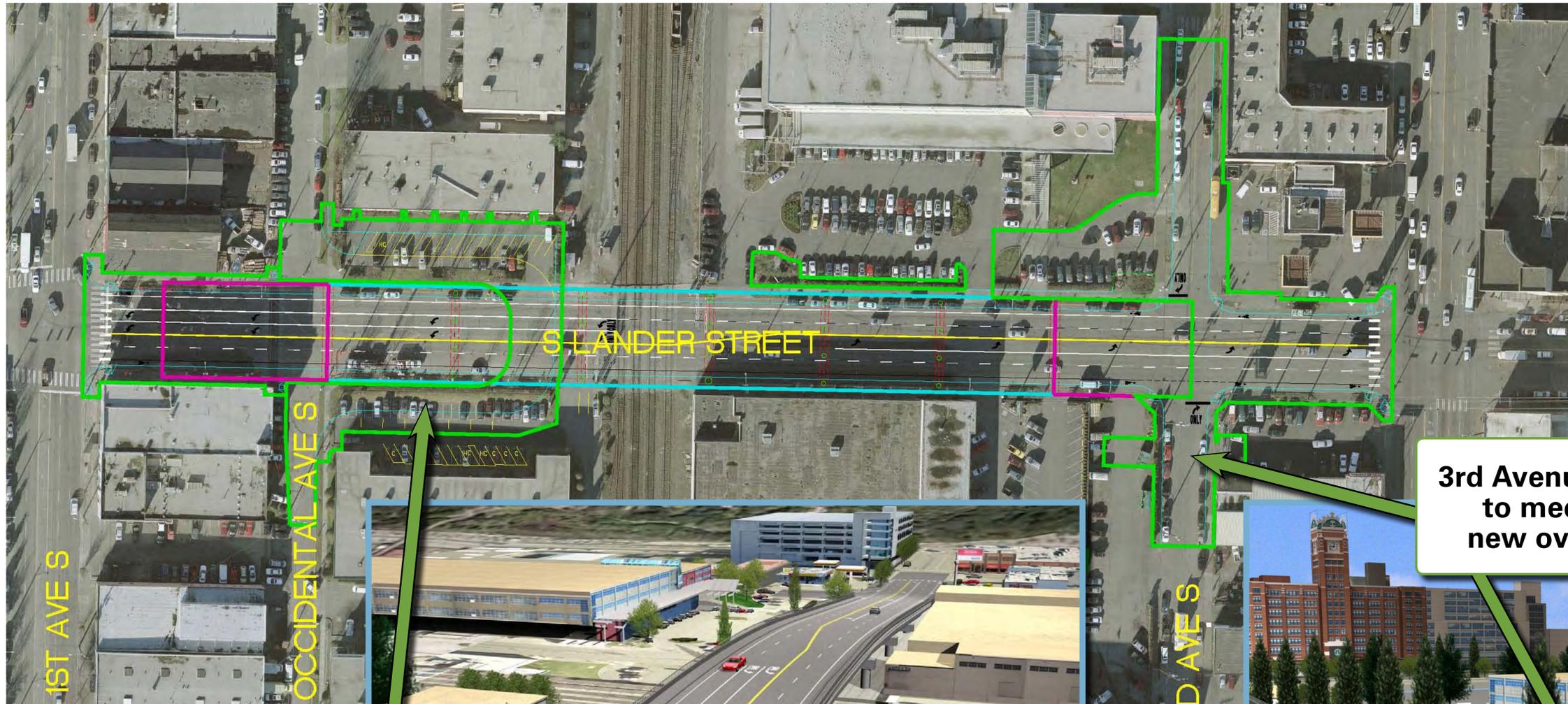
Benefits

- Creates a new east-west connection
- Adds additional capacity to the road network
- Provides a direct link between Port of Seattle terminals on East Marginal Way South, BNSF Seattle International Gateway, and Stacey Yards

Weaknesses

- Does not close an existing at-grade crossing
- Close to Spokane Street, which already meets some of the area's grade separation needs
- Proposed 1st Avenue S and 4th Avenue S ramps to the Spokane Street viaduct will lessen the benefit of a grade separation at S Hanford St.
- Requires up to 50,000 square feet of property acquisition
- Not located in an area that is heavily traveled by pedestrians
- Two rail-dependent businesses impacted
- Does not resolve safety issues relating to at-grade crossing of S Lander Street

Connections



- Roadway Construction
- Approaches
- Structure
- Center Line

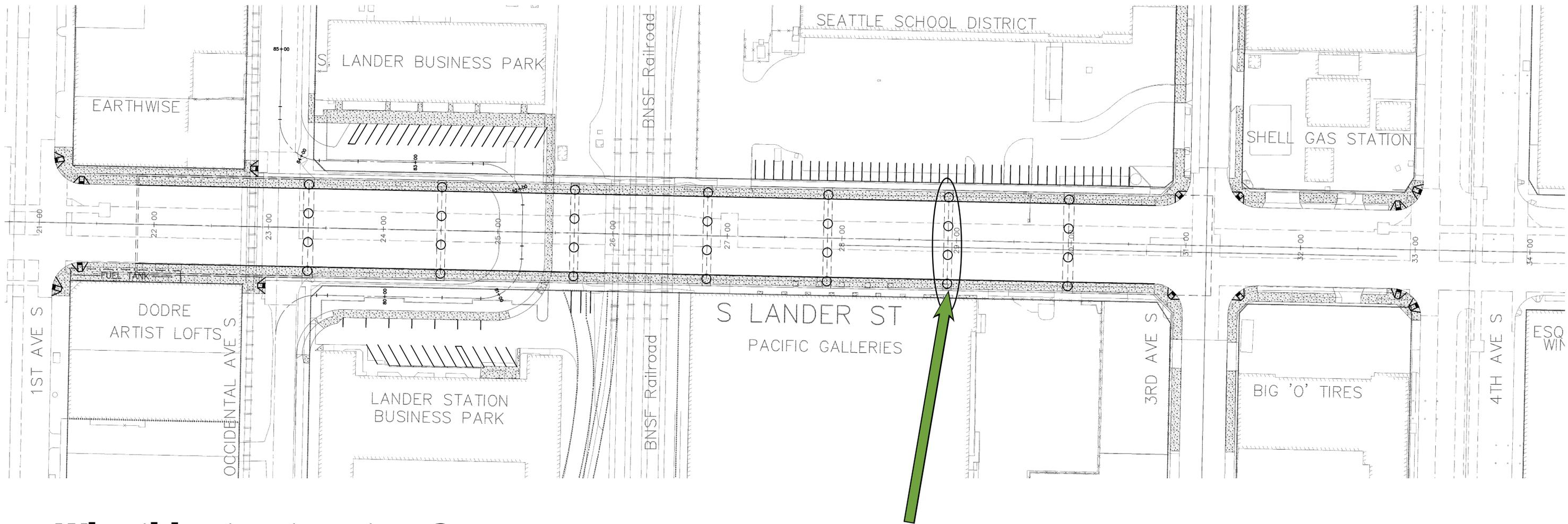
Occidental Ave will be routed under S Lander St.



3rd Avenue raised to meet the new overpass

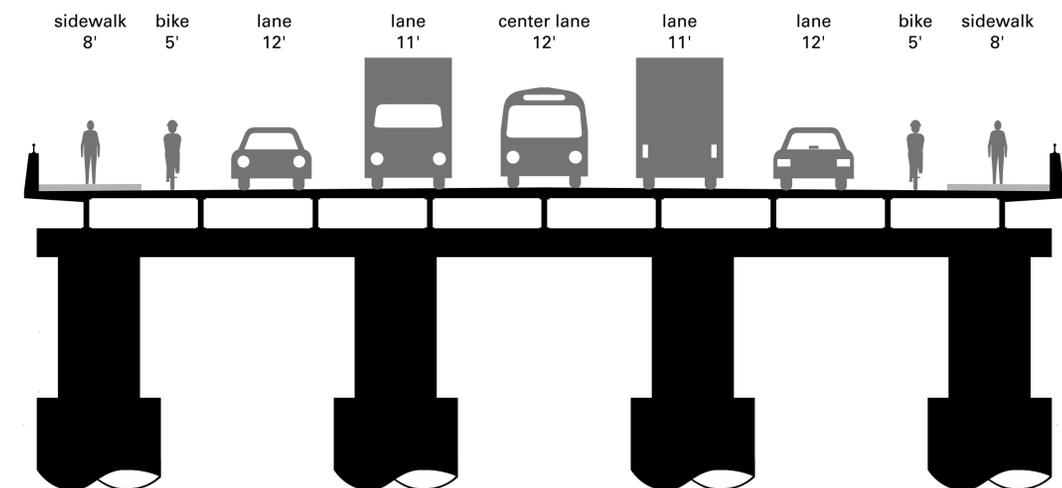


Plan & Structure Type



Why this structure type?

- Five-span structure allows us to maintain Occidental Avenue as a thru street and replace lost on-street parking
- Concrete structure is less costly to maintain than a steel structure
- Structure will match industrial feel of the area
- Foundations will be drilled shafts positioned between existing utilities
- Concrete columns will continue up out of the shafts to support the bridge structure

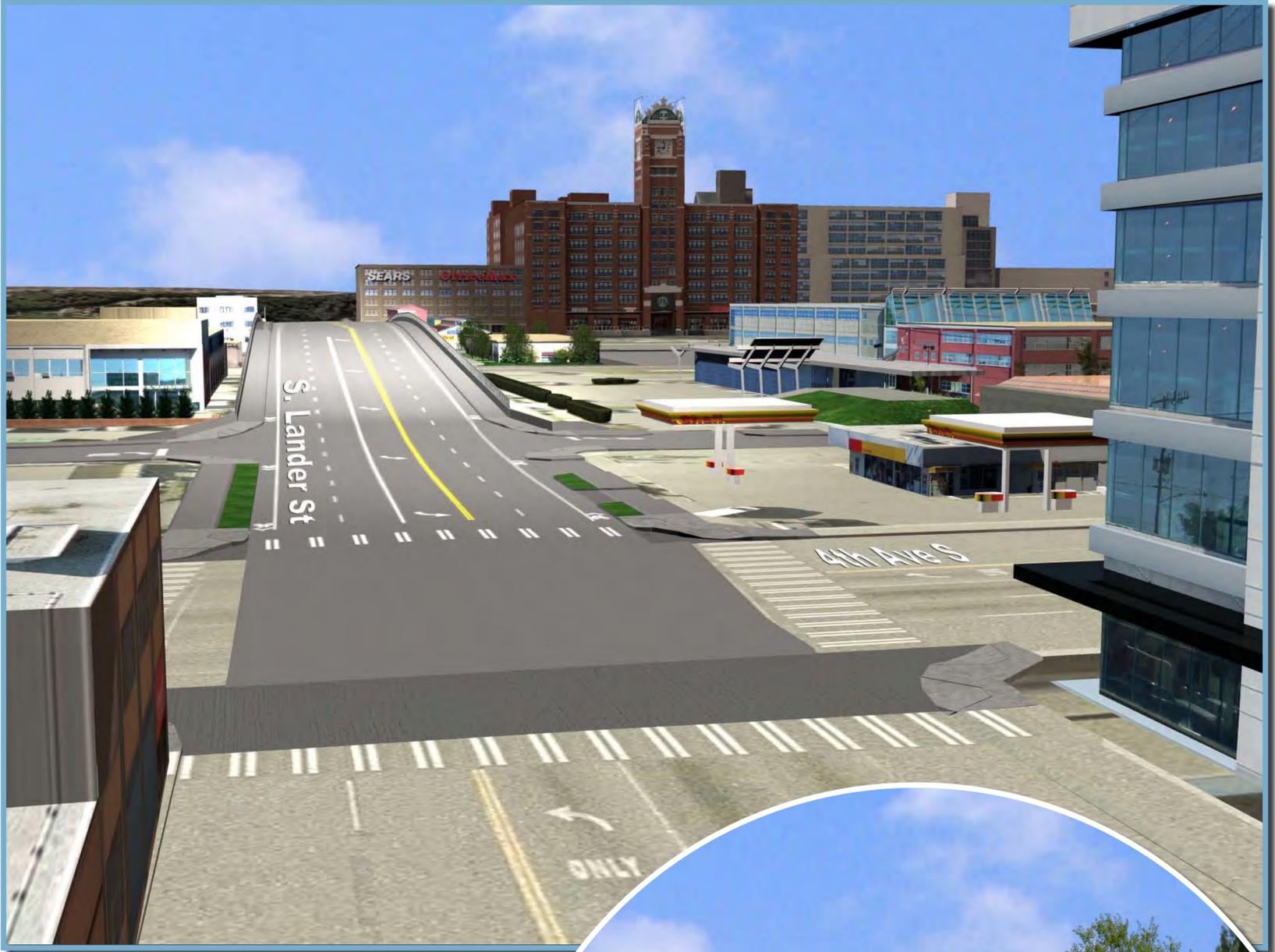


View Looking East

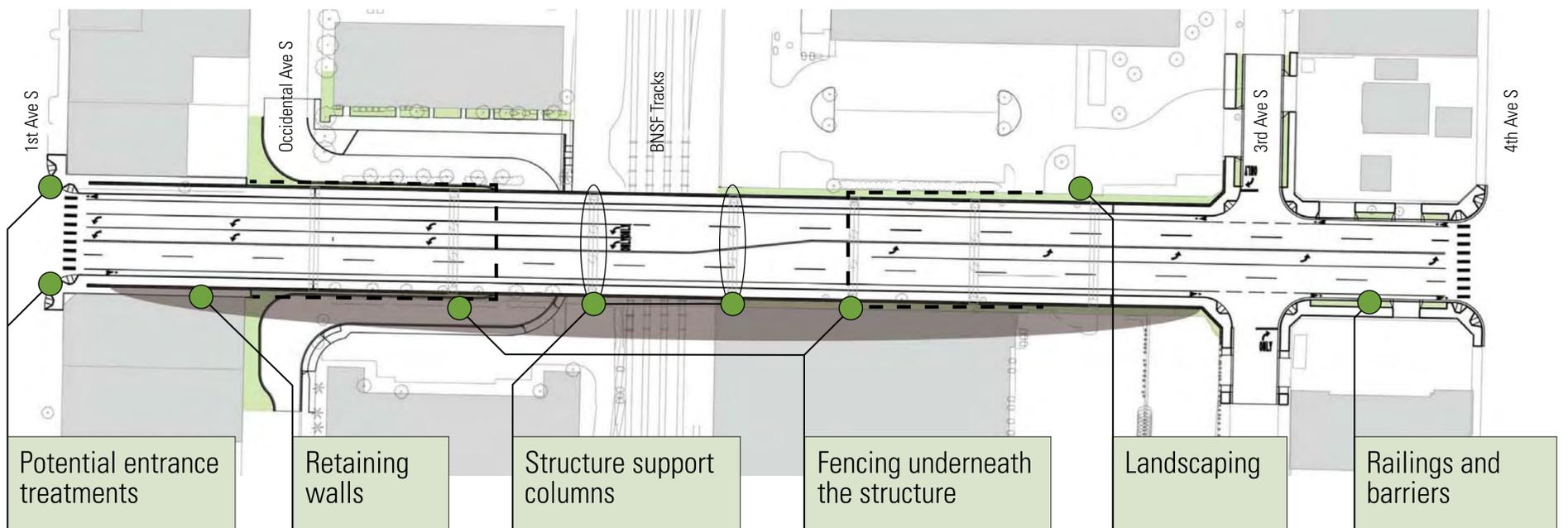


Pedestrian access to buildings along S Lander St. will be maintained.

View Looking West



Potential Design Features



Please tell us what features are most important to you

Final design will depend upon available funding, so we have some difficult choices to make. Here are design options we are considering. Place a sticker next to the three design elements you would most like to see addressed in the final design.

Entrance Ideas

| | | |
|---|---------------------|---------------|
|  | Decorative railings | your priority |
|  | Special paving | |
|  | Accent lighting | |

Retaining Wall Ideas

| | | |
|---|---------------------|---------------|
|  | Concrete form liner | your priority |
|  | Vines | |
|  | Artwork | |

Railing and Barrier Ideas

| | | |
|---|-------------------|---------------|
|  | Pre-cast concrete | your priority |
|  | Metal rails | |

Column Treatment Ideas

| | | |
|---|-------------------------------|---------------|
|  | Painting or texturing | your priority |
|  | Architectural/Artistic Veneer | |
|  | Accent lighting | |

Landscape Planting Ideas

| | | |
|---|----------------------------------|---------------|
|  | Low growing | your priority |
|  | Drought tolerant | |
|  | Safety-enhancing design elements | |
|  | Enhanced stormwater design | |

Fencing Ideas

| | | |
|---|-----------------------|---------------|
|  | Architectural fencing | your priority |
|  | Vine screens | |
|  | Art opportunities | |

Note: Photos are examples of possible design features, and are not the specific design features we will use.

Public Involvement

SDOT wants to hear from you – here are some ways you can stay involved...



Attend Public Meetings

Preliminary Design Open House (October 23, 2007): Learn about the project and initial design concepts.



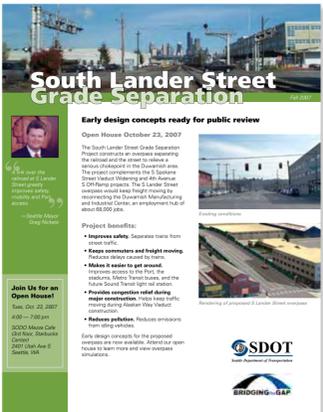
60% Design Open House (Early 2008):

Learn about design alternatives and discuss your ideas with the project team.



Final Design Open House (Late 2008):

Review the project design at 90% design. Express your ideas before the project is finalized and moves into construction.



Stay Informed

- Read the project newsletters – published two times during the project

- Visit the project website – updated regularly

- Sign up for email alerts – go online to: <http://www.seattle.gov/transportation/southlandergradesep.htm>



- Request a presentation for your organization – we will brief groups throughout the project

What We've Heard

SDOT has been meeting with adjacent business and property owners to address their concerns.

Key issues include:

- Maintain adequate access to businesses
- Minimize parking loss
- Maximize safety under new structure
- Minimize impact on traffic during construction
- Coordinate with other area projects
- Address pedestrian & bicycle safety & access
- Consider freight mobility
- Provide a quality pedestrian environment

Contact Us

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