

Project Background

The Seattle Department of Transportation (SDOT) will be rehabilitating the Yesler Way Bridge, located at the intersection of Yesler Way and Terrace Street over 4th Avenue S.

Built in 1910, the bridge is one of the oldest permanent steel roadway bridges in the City of Seattle. SDOT will be rehabilitating the Yesler Way Bridge to improve safety and reliability while preserving the bridge's historical elements.

Who do I contact if I have questions or concerns during construction?

Please call the project voicemail at 206-684-8684 or email YeslerBridge@seattle.gov.

Where can I find more information about this project?

Please visit the project web site at <http://www.seattle.gov/transportation/YeslerBridge.htm>.

General Questions

Which neighborhoods will be impacted the most?

Businesses, commuters and residents of Pioneer Square, International District, Chinatown, and the Central District could potentially be impacted by construction.

Since the Yesler Way Bridge is historic, are there reviews the project needs to go through?

Before construction can begin on the Yesler Way Bridge, SDOT needs to complete an environmental review and evaluation of the project impacts on historic and cultural resources. This will be specific to Section 106 of the National Historic Preservation Act and Section 4(f) of the Federal Transportation Act, which requires transportation agencies to minimize harm to historic properties. This evaluation will demonstrate how the current design alternative to rehabilitate the bridge and preserve its key, historic character-defining features minimizes harm to the character of Pioneer Square and surrounding historic buildings wherever possible.

What is the project budget? How is the project funded?

The project budget is approximately \$16.1 million. Funding for the project comes from the Bridging the Gap (BTG) transportation levy and a grant from the Federal Highway Bridge Program.

What is the Bridging the Gap funding levy?

In 2006, Seattle voters approved a nine-year, \$365 million transportation levy (known as Bridging the Gap), which expires in 2015. For the last eight years, this levy has provided close to 25% of SDOT's funding. It has been critical in addressing our maintenance backlog, improving transit service, rehabilitating bridges and making our sidewalks, streets and other structures safer. The Yesler Bridge Rehabilitation Project will be one of the last projects it will fund.

Project Design Questions

How was the bridge design decided?

As one of the oldest steel bridges in the city, historic preservation is an important part of the bridge’s rehabilitation. The project team has worked closely with the Pioneer Square Historic Preservation Board and International Special Review District Board to ensure the design retains the key historic features of the bridge and neighborhood setting and that impacts from construction are minimized.

What principal historic elements are being preserved?

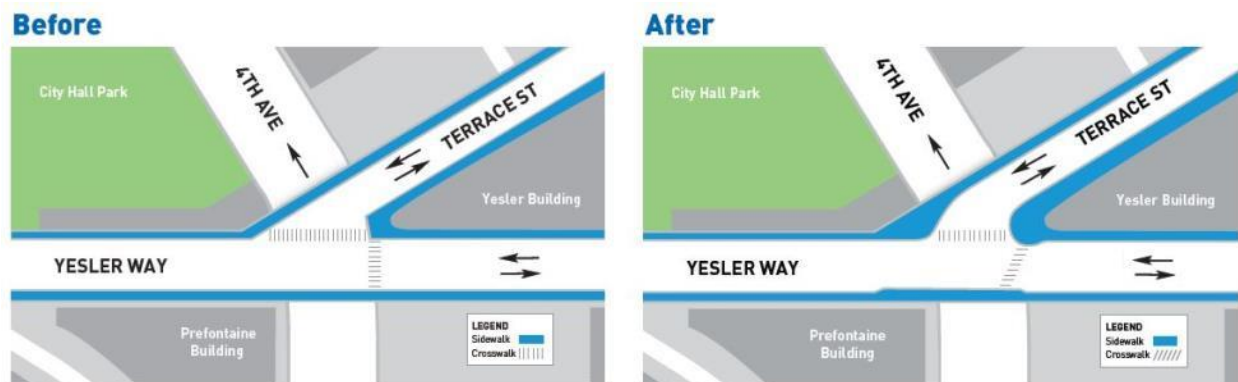
Some key historic elements are:

- Decorative pedestrian railings
- Fascia girders
- Fascia girder columns and cladding
- Ornamental capitals and corbels



What improvements are being made to increase pedestrian and traffic safety?

The vehicular traffic railings will be upgraded to improve safety and increase durability. Steel cables will be installed on the pedestrian railings to meet safety standards. In addition, curb ramps will be installed at crossing locations to improve accessibility in compliance with the Americans with Disabilities Act (ADA). The skew at the intersection of Yesler Way and Terrace Street will be lessened to improve driver visibility and reduce the likelihood of collisions. The sidewalks at this intersection will be “bulbed out” to slow down approaching vehicles and shorten the crossing distances, thereby improving pedestrian safety (see map below).



Why is the east wall being rehabilitated while the west wall is being replaced?

The east abutment wall, in its current condition, is susceptible to overturning and sliding instability but can be rehabilitated due to its size and mass. The west abutment wall needs to be completely removed and replaced to withstand the larger loads of the new single-span bridge structure.

Project Construction Questions

When will construction start? How long will it last?

Construction is expected to begin in spring 2016 and last for approximately 14 to 16 months. The project is anticipated to be completed by fall 2017.

What kind of road closures can I expect during construction?

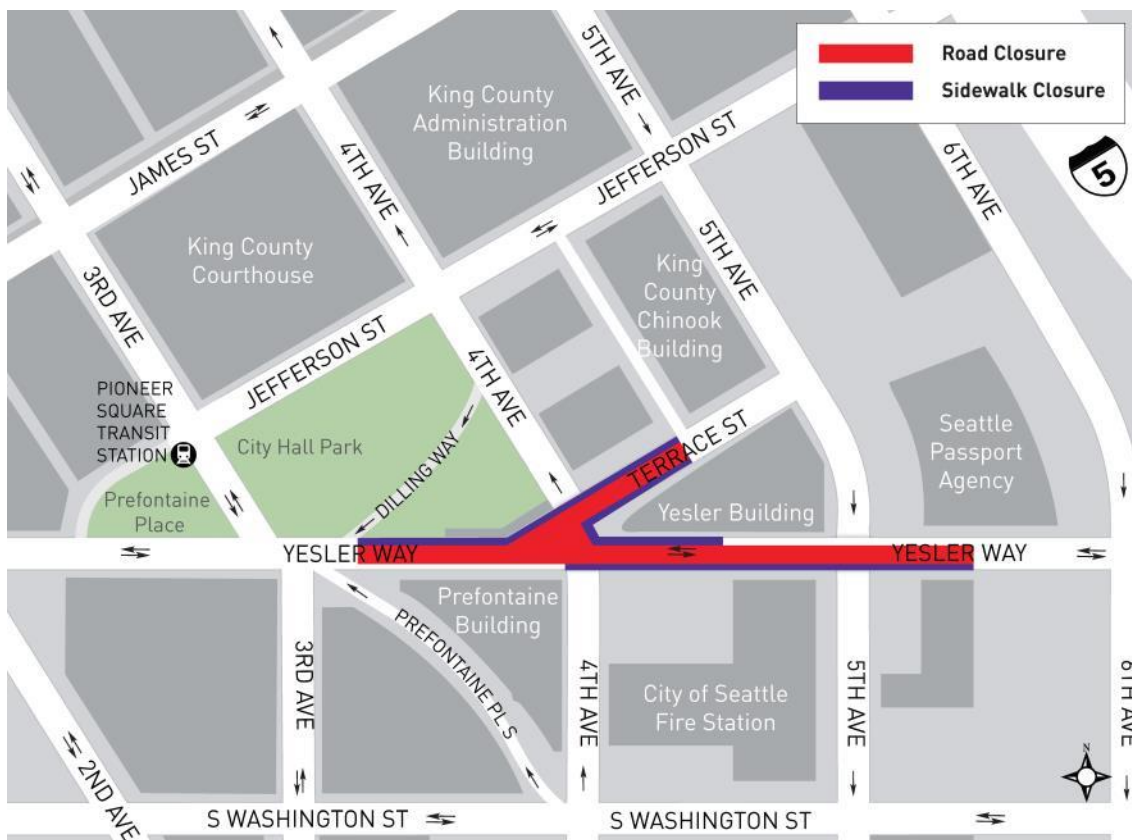
During construction, neighbors and commuters will experience the following:

- Yesler Way will be closed in both directions from 3rd Avenue to midway between 5th Avenue and 6th Avenue
- Terrace Street will be open for local access, but closed to through traffic
- 4th Avenue will likely have some continuous lane closures and occasional full nighttime and weekend closures
- Pedestrians and vehicles will be advised to use alternate routes, such as Prefontaine Place S, 5th Avenue, Jefferson Street and Dilling Way

What kind of sidewalk closures can I expect during construction?

Construction will restrict sidewalk access:

- Between 4th Avenue and midway between 5th Avenue and 6th Avenue on the south side of Yesler Way
- Between Dilling Way and midway between 5th Avenue and 6th Avenue on the north side of Yesler Way
- Both sides of Terrace Street between the alley way and Yesler Way



YESLER BRIDGE REHABILITATION PROJECT

Frequently Asked Questions

September 2015

Where will parking be impacted *during* construction?

Parking will be removed during construction in various locations throughout the project area (see map below):

- Yesler Way: 26 spaces on the south side of Yesler Way from 3rd Avenue to midway between 5th Avenue and 6th Avenue; 18 spaces on the north side from Terrace Street to midway between 5th Avenue and 6th Avenue
- Terrace Street: 9 spaces on the north side of Terrace Street from Yesler Way to the alley, including the 4 rooftop spaces at the MacRae parking garage
- 4th Avenue: 5 spaces on the east side of 4th Avenue beneath the bridge
- 5th Avenue: 15 spaces on the east side of 5th Avenue to accommodate the extended contraflow lane between Terrace St and Washington Street
- 6th Avenue: 2 spaces at 6th Avenue and Main Street to accommodate bus turns for the transit detour

*Please note that these quantities are approximate, as the spaces are unmarked.



How will parking be impacted *after* construction?

After construction, approximately 35 parking spaces will be removed within the project area (see map below):

- **Near or on Yesler Bridge:** 11 parking spaces on Yesler Way, Terrace Street, and the MacRae parking garage will be removed. Parking spaces being removed from the Yesler Way Bridge are not directly related to the project design, but are the result of SDOT's desire to remove parking on the bridge and within a roadway intersection.
- **4th Avenue:** 9 parking spaces on the east side of 4th Avenue will be eliminated within the block between S Washington Street and Jefferson Street. To improve transit reliability, the area will be turned into a full-time transit-only lane instead of the peak-period transit-only lane with off-peak parking that exists today.
- **5th Avenue:** 15 parking spaces on the east side of 5th Avenue between Terrace Street and Washington Street will be eliminated in order to accommodate a contraflow lane that will improve transit connectivity and travel times.
- **No residential parking** will be lost after construction.

*Please note that these quantities are approximate, as the spaces are unmarked.



Are there any other City projects occurring in the project area at the same time?

There will be two additional projects occurring in the project area:

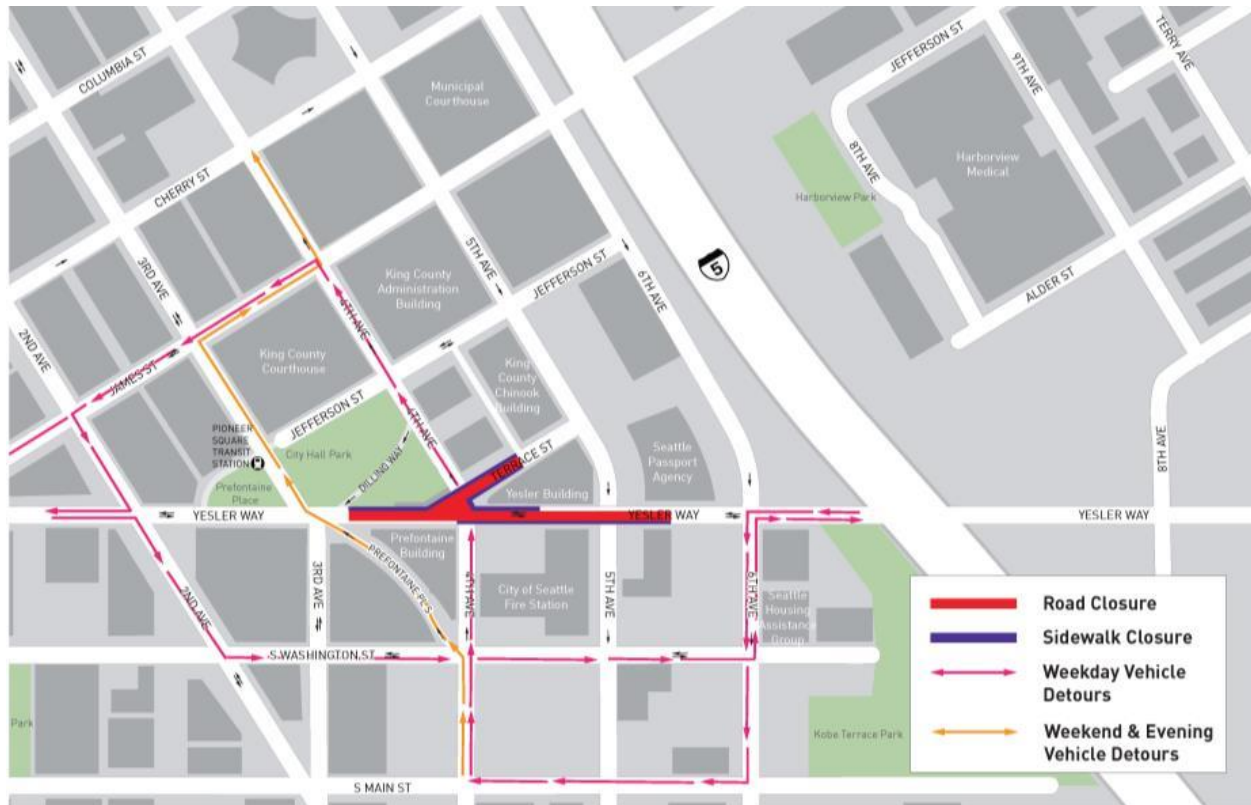
- Seattle City Light (SCL) will be relocating electric utility lines that supply electrical power to the Yesler Building at 400 Yesler Way before construction begins on the Yesler Way Bridge. The new lines will run across the 5th Avenue roadway under the Yesler Way Bridge, up the bridge's west abutment wall, and then westward along Yesler Way to the Yesler Building. Relocation work will begin in fall 2015 and is expected to last for 6 months.
- The Seattle Department of Transportation will be extending an existing contraflow lane on 5th Avenue from Terrace Street south to Washington Street to allow transit to travel in the opposite direction of adjacent lanes. This will improve transit connectivity and travel times. Contraflow lane work is planned for October 2015 and should be complete in one weekend.

How will construction vehicles access the construction site if Yesler Way is closed?

A closed portion of Yesler Way will be used by the construction contractor as their work area, open to trucks and equipment.

What will the vehicle detour routes be?

Vehicle detour routes will vary depending on the day of the week and time of day. During week days, vehicles will be advised to use Main Street between 2nd Avenue Extension and 6th Avenue. During nights and weekends, vehicles will be advised to use 4th Avenue and follow it onto Prefontaine Place S until James Street.



YESLER BRIDGE REHABILITATION PROJECT

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Which transit routes will be impacted?

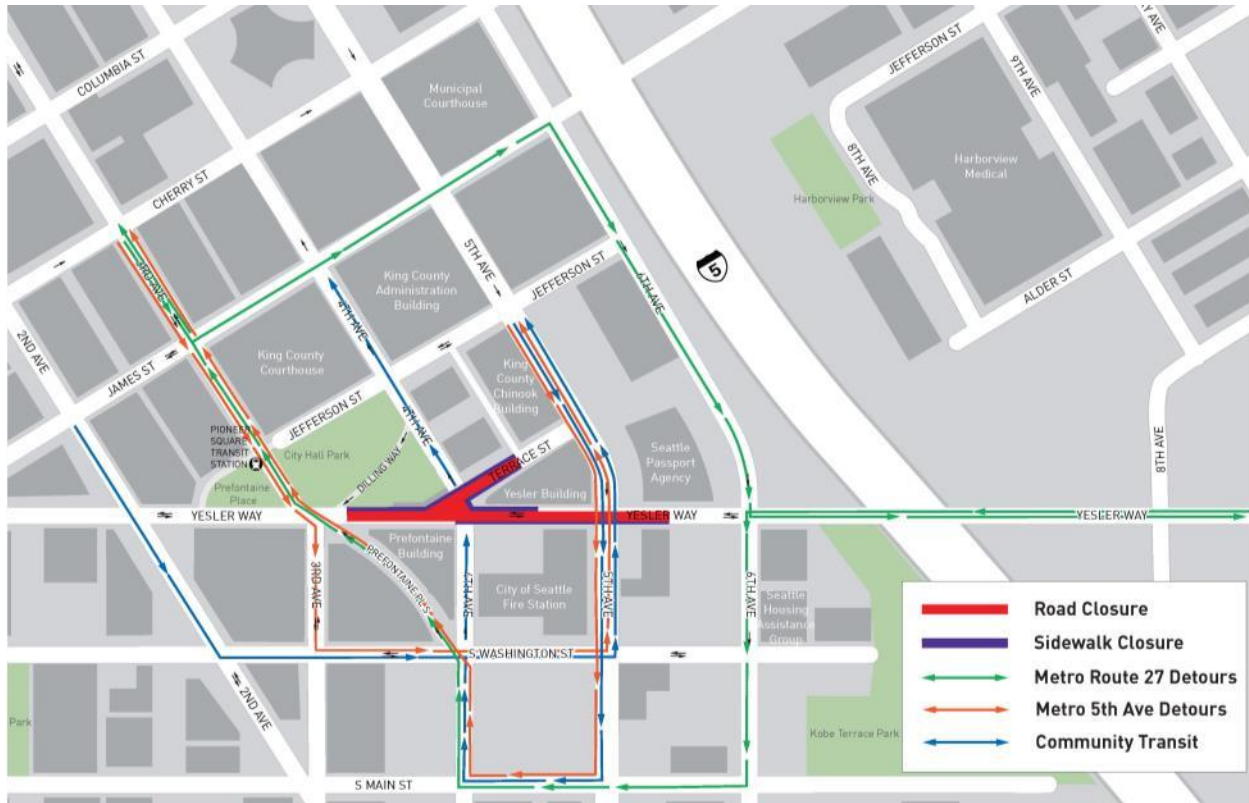
Some transit routes may be affected during construction, including:

- King County Metro routes: 27, 111, 114, 212, 214, 217, 304, 355
- Sound Transit routes: 510, 511, 512, 513, 550, 554, 590, 594, 595
- Community Transit routes: 402, 405, 410, 412, 413, 415, 416, 417, 421, 422, 424, 425, 435

What will the transit detours be?

Transit will be able to use:

- 5th Avenue in both directions via Washington Street, upon extension of the contraflow lane
- Prefontaine Place S northbound via Main Street and 4th Avenue
- Yesler Way in both directions between 6th Avenue and 8th Avenue
- 6th Avenue via James Street



Where will Metro's temporary bus stops be located?

Some bus stops will be temporarily relocated during construction. Metro will provide information on where the temporary bus stops will be located.

When will transit routes start following the detours?

The City of Seattle will extend an existing contraflow lane on 5th Avenue to allow transit to travel in the opposite direction of adjacent lanes. This will improve transit connectivity and travel times and be used as a detour route during construction. Use of the extended contraflow lane on 5th Avenue is expected to start in fall 2015. Other reroutes may be implemented after bridge construction begins.

How were the detour routes determined?

The current vehicle detour routes were determined by SDOT Traffic Operations and the project design team based on *anticipated* plans for traffic control. They are not confirmed until construction, when the contractor submits their traffic control plans for approval.

The current transit detour routes were determined by SDOT Traffic Operations and the transit agencies (King County Metro, Community Transit, and Sound Transit). They are not final until the transit agencies publish their service changes.

What will SDOT do to minimize construction impacts?

SDOT will work to minimize how construction will impact businesses, residents and the traveling public.

Some of the tools we will use to support local businesses include:

- Continual business access for customers
- Limited interruptions to driveway access
- “Businesses Are Open” signs to encourage patronage
- Customized maps and materials to support business marketing efforts
- Advance notice to businesses through door-to-door outreach, phone calls and/or emails
- Keeping the project area as tidy as possible

The City also has additional resources available for businesses and organizations affected by construction. If you manage a local business or organization and would like more information, please contact the Office of Economic Development directly at 206-684-8090.

What will SDOT do to keep side streets safe and quiet during construction?

Safety for you and your neighbors is our top priority. To balance the needs of everyone who lives, works, plays and goes to school on and around the Yesler Way Bridge, we have identified some tools to help manage traffic and keep people safe on the neighborhood’s streets. These include:

Mobility

- Modifying signal timing to keep traffic moving
- Installing signage, including detour information on/near the corridor

Safety

- Documenting existing conditions (e.g., traffic speeds and volumes), and identifying where potential issues may arise
- Placing “Local Access Only” signs and/or speed sign trailers on streets where cut-through traffic may occur
- Stationing Uniformed Police Officers (UPOs) and flaggers at key intersections to assist with traffic management in construction zones

Other Questions

What will be done to address transient/homeless people who reside under the bridge and may be displaced during construction?

Transient and homeless people and social service providers will be informed about the project by posted and distributed notifications within the project area. SDOT will do its best to make sure all stakeholders within the project area are informed about the upcoming construction impacts so they can prepare accordingly.

Has SDOT reached out to the community about this work?

The City of Seattle is committed to engaging the community and understanding their needs in the project area. Since fall 2014, SDOT has held two drop-in sessions and one open house and briefed community groups and neighborhood councils. In addition, the project team continues to coordinate with the Pioneer Square Preservation Board, International Special Review District Board and the City's Emergency Services to ensure the community is involved and aware of the project.

Will there be another public meeting or open house before construction begins?

SDOT is looking into hosting another open house right before construction begins in spring 2016. The details will be provided closer to the start of construction.