



MERCER WEST

Seattle City Council Transportation Committee

SEPTEMBER 28, 2010



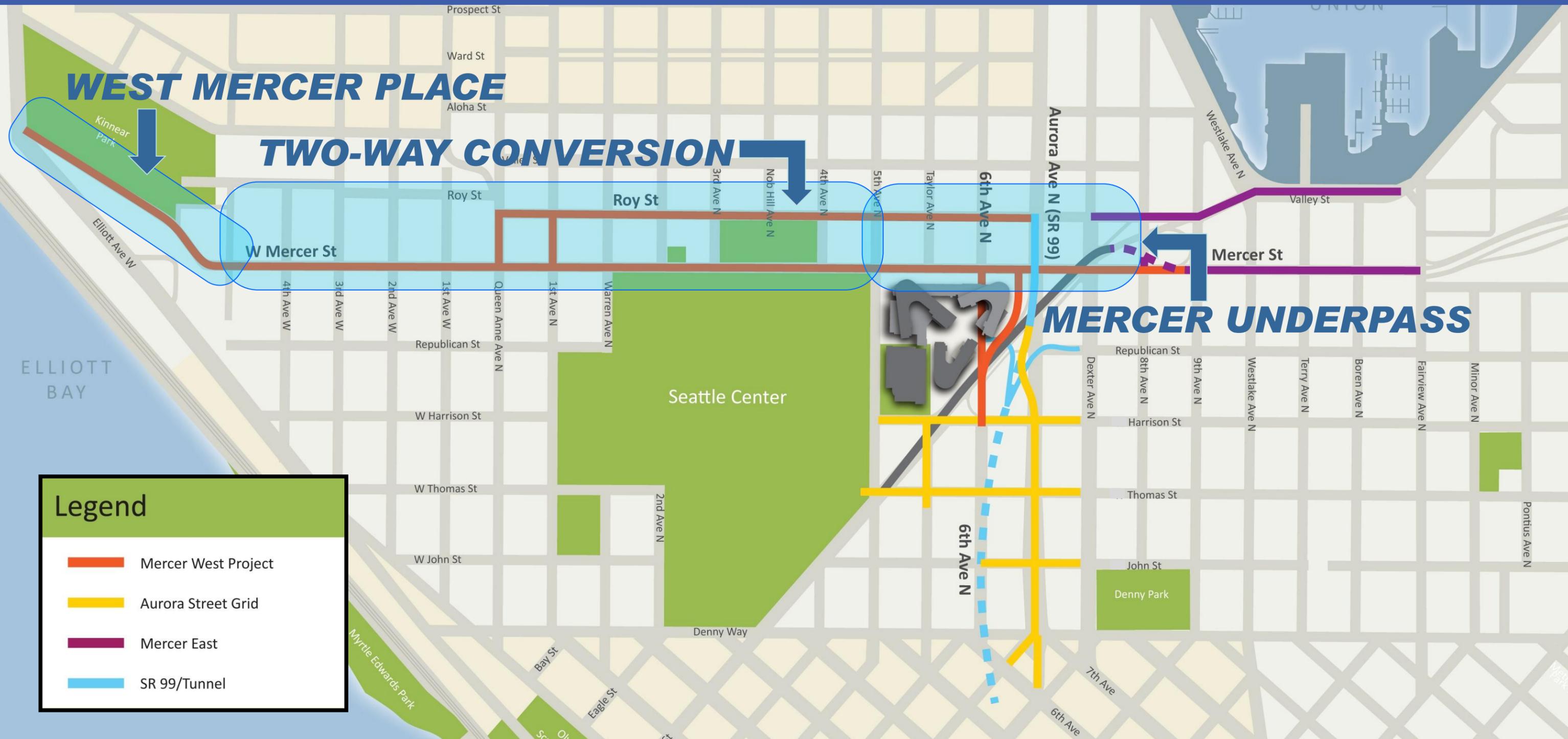
Today's Presentation

- **Project overview**
- **Sixth Avenue North Right-of-Way Agreement**
- **Mercer Underpass – preliminary analysis**



MERCER WEST

Completing the Vision For Two-Way Mercer St From I-5 to Elliott Ave W

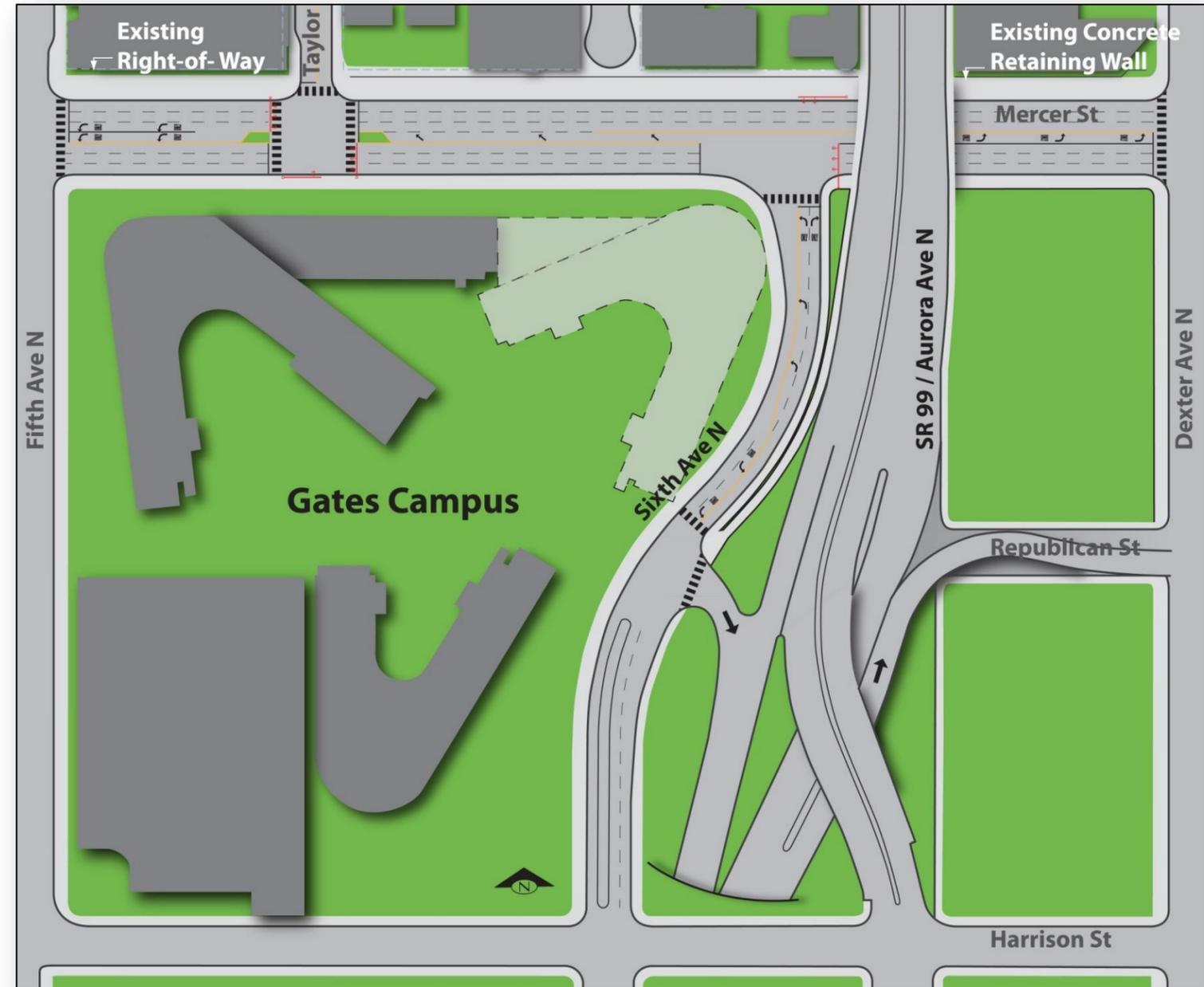
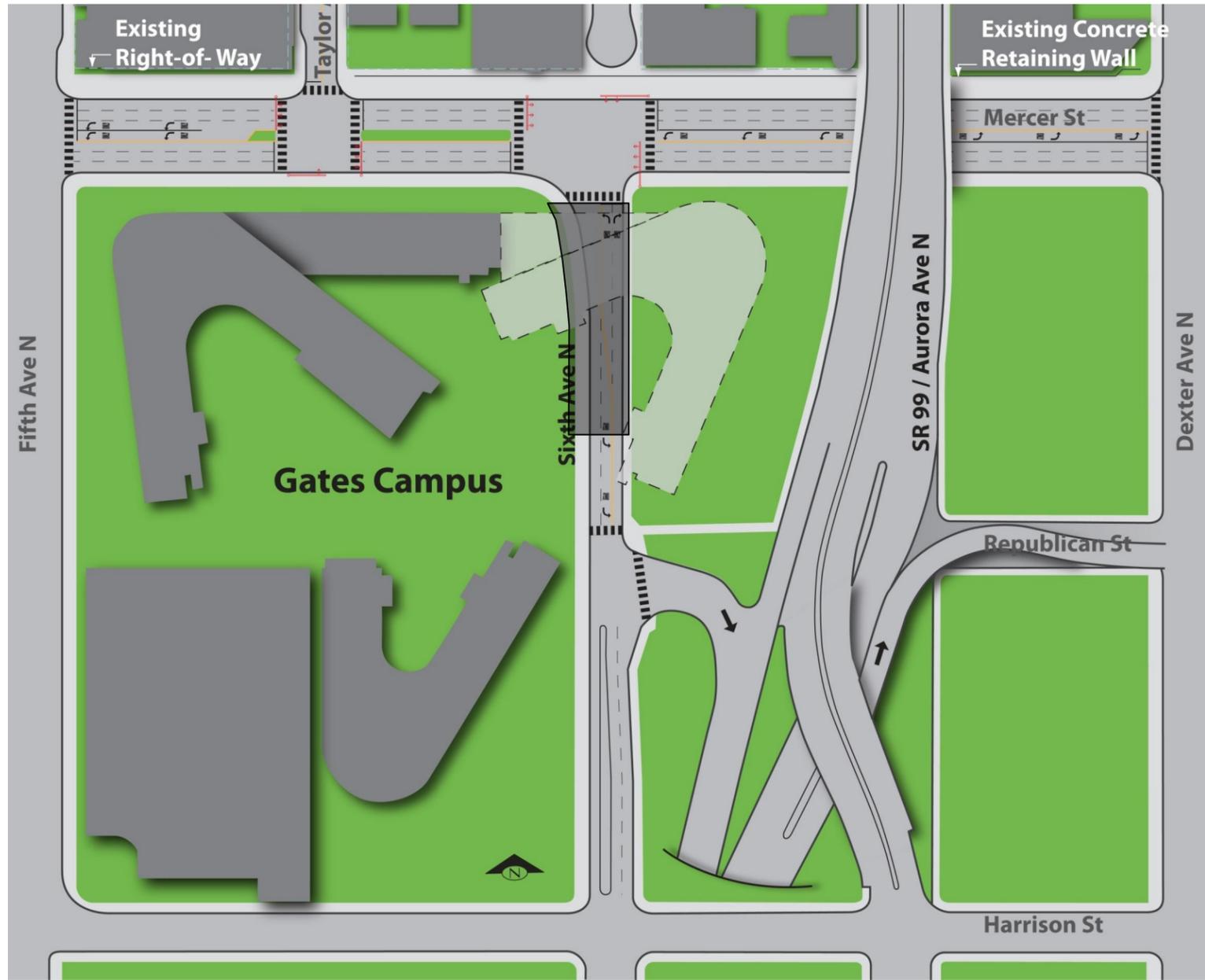


- Create a direct connection from I-5 and SR 99 to Seattle Center, Uptown, Queen Anne, and Interbay
- Improve pedestrian and bicycle connection across SR 99
- Add a new option for freight from I-5 to Interbay
- Connect the Uptown and S Lake Union urban centers
- Enhance transit access



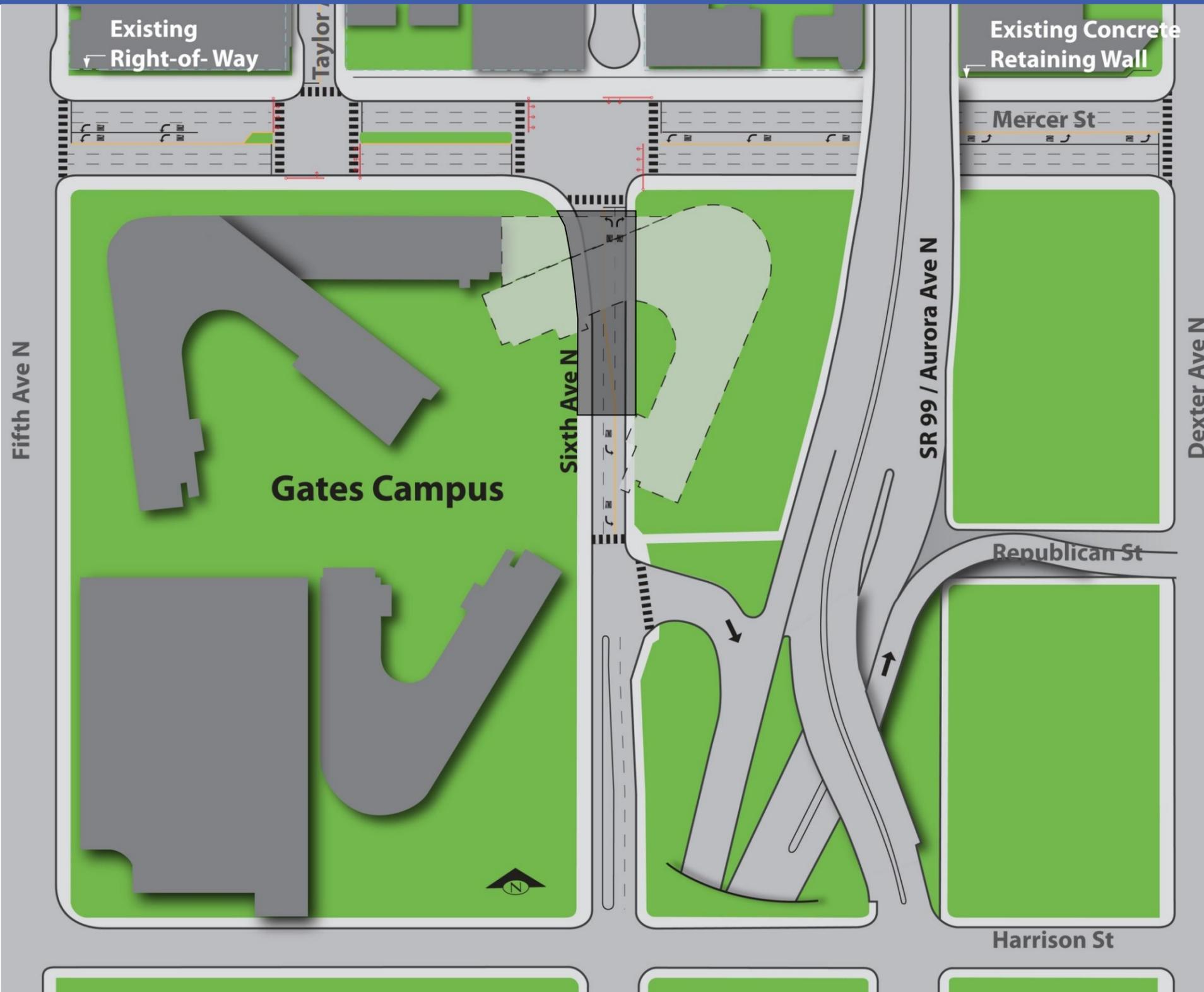
Straight

Curved





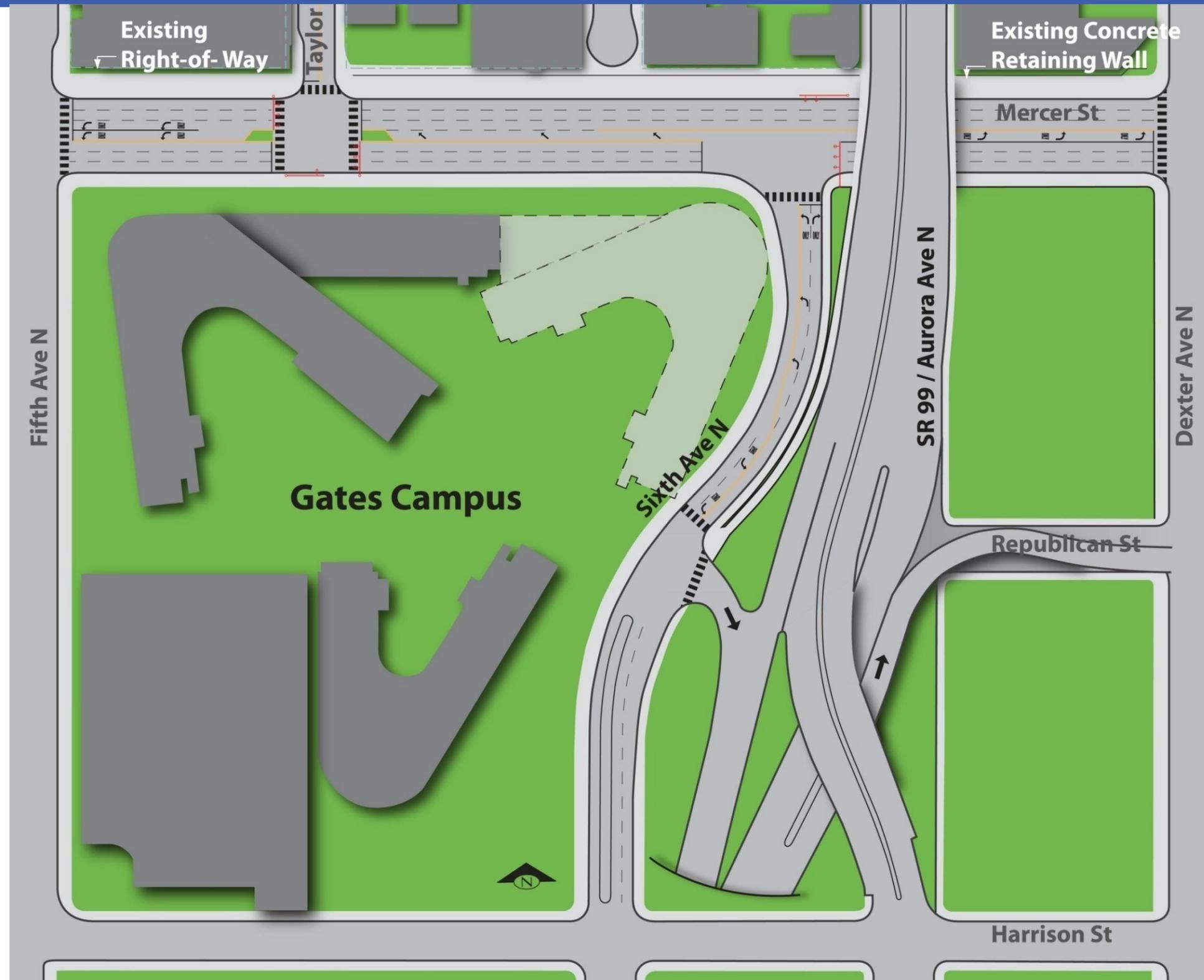
- WB left to Sixth and NB left from Sixth allowed
- Pedestrian crossings at Taylor, Sixth and Dexter
- Pedestrian crossing over Mercer at Aurora
- Bisects Gates Foundation campus
- Tunnel over Sixth (350')
- Restricted and more costly utility access
- +/- 4.5% Grade
(Grade may increase to accommodate required emergency access to campus.)
- Higher right-of-way cost (\$10 M+)





Half Signal

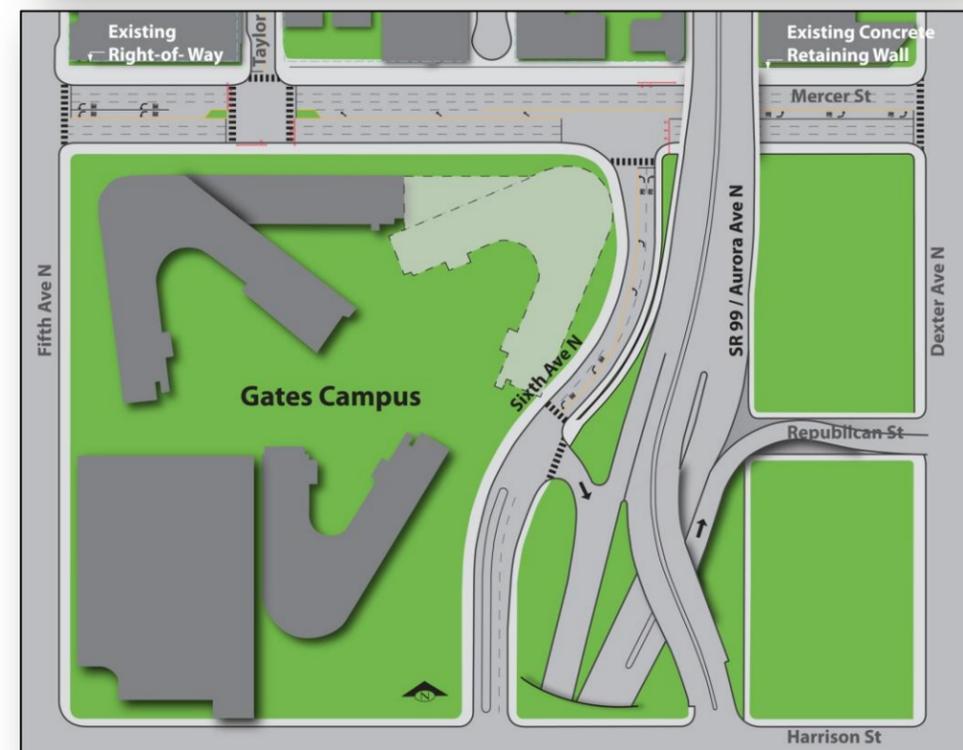
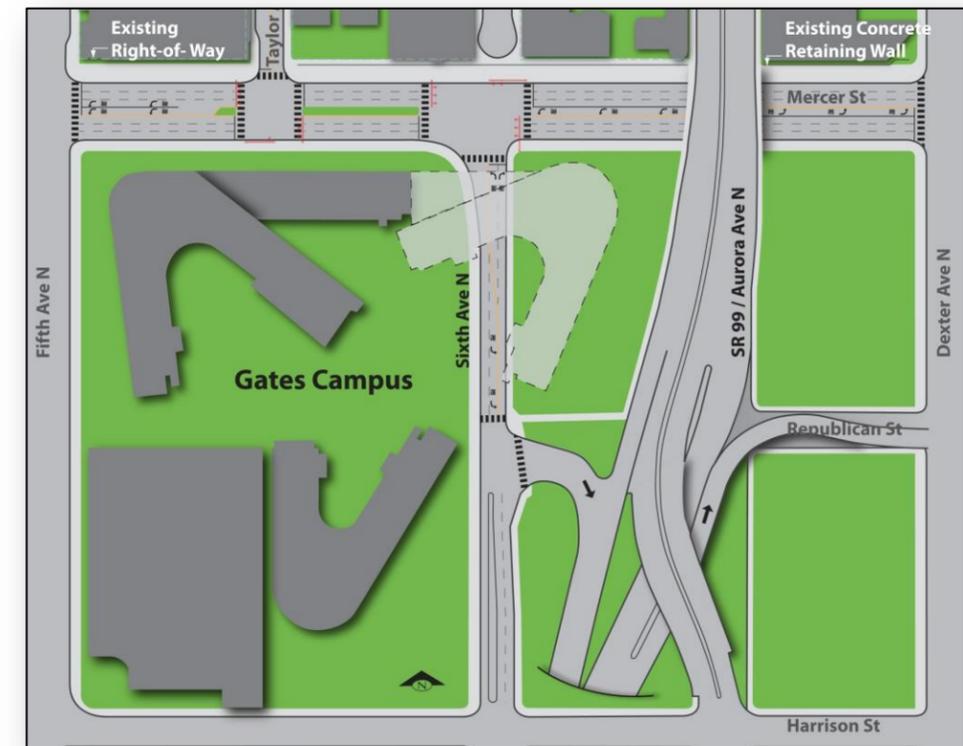
- NB left from Sixth allowed
- Pedestrian crossings at Taylor and Dexter
- Pedestrian crossings over Mercer at Aurora
- +/- 6.5% Grade
- Lower right-of-way cost (\$7.5 M+)





Stakeholder Input (July – Sept)

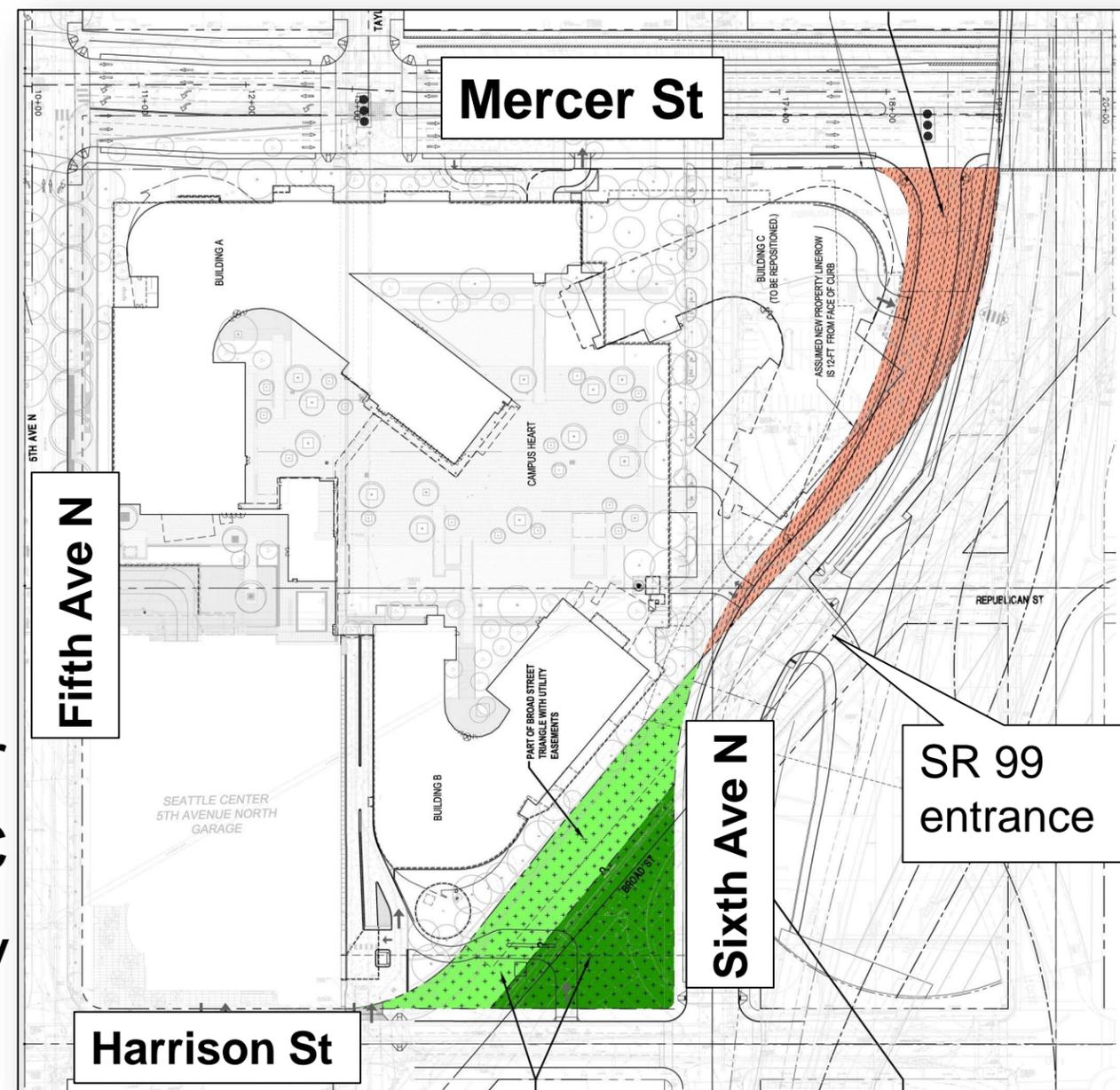
- Mercer Corridor Stakeholder Committee
- Seattle Center Resident Directors
- Freight Mobility Advisory Committee
- Freight/Bike/Pedestrian ad hoc committee
- Bicycle Advisory Board
- Pedestrian Advisory Board
- Uptown Alliance
- Magnolia Community Club
- South Lake Union Community Council
- Lake Union Opportunity Alliance
- Queen Anne Community Council
- Magnolia/Queen Anne District Council
- North Seattle Industrial Association





Proposed Right-of-Way Agreement

- Replaces a 2005 right-of-way agreement
- Effective if the curved alignment is selected
- Independent of the alternative chosen to replace the Alaskan Way Viaduct
- Provides for exchange of property
- Includes a *plan for coordination* of the Mercer West Project and Gates Foundation Building C
- Allows each project to proceed independently
- Provides efficiencies in cost and time
- Results in cost-savings to the Mercer West Project
- Lessens construction impacts



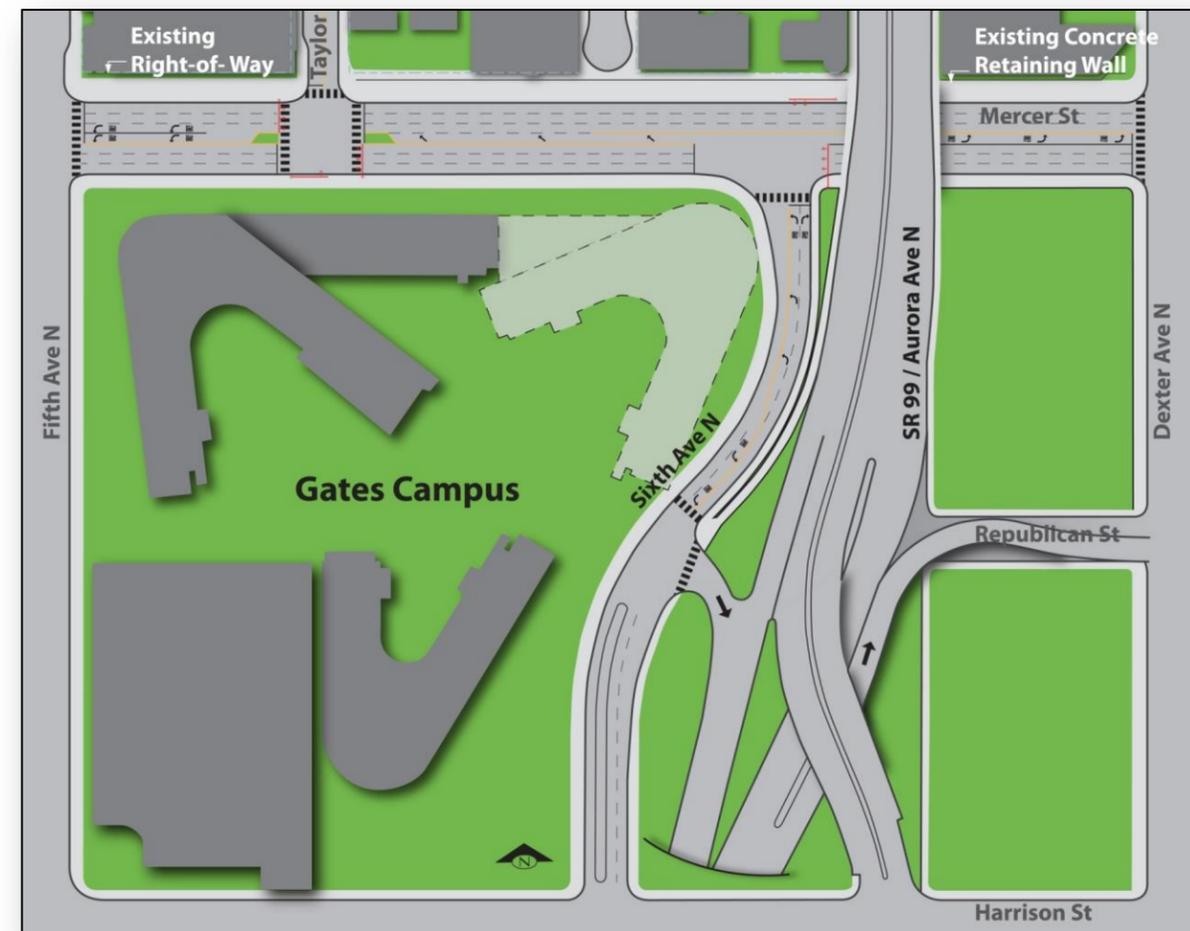


Estimated Cost Savings for Mercer West

Net savings - \$8.4 M

Includes:

- Estimated difference in property values
- Estimated difference in cost of work performed by IRIS for the City and cost of work performed by the City for IRIS
- Estimated cost savings due to building design and coordination





- **Four lanes (only eastbound)**
- **Five-foot sidewalks**
- **No bicycle facilities**

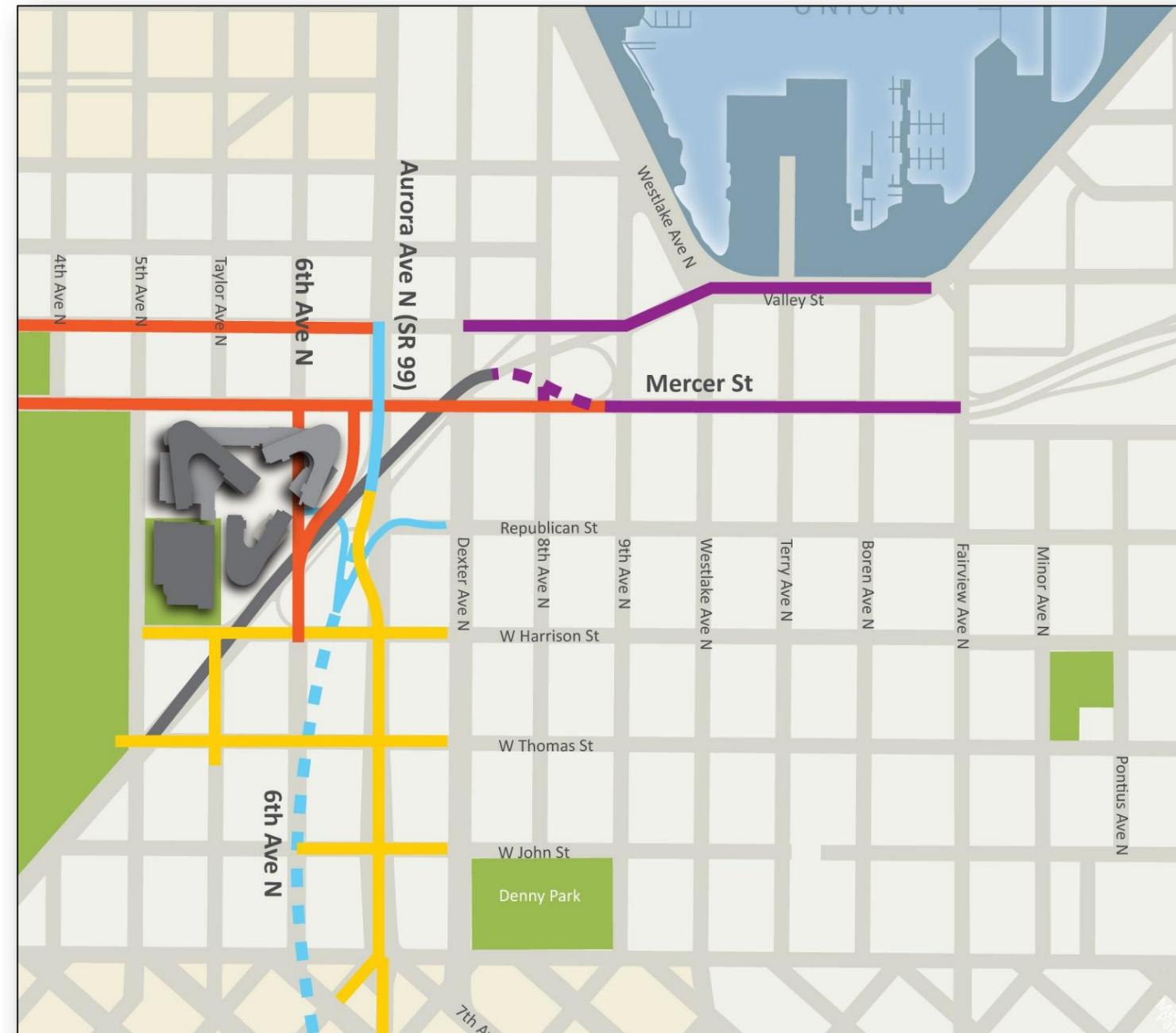


- Three lanes in each direction
- Median/left-turn lane
- North side: bike path & 12' sidewalk
- South side: 16' sidewalk
- Project Coordination: WSDOT (Viaduct Replacement), Mercer East, Bill and Melinda Gates Foundation, Seattle Center



Improved Pedestrian and Bicycle Connections Across Aurora

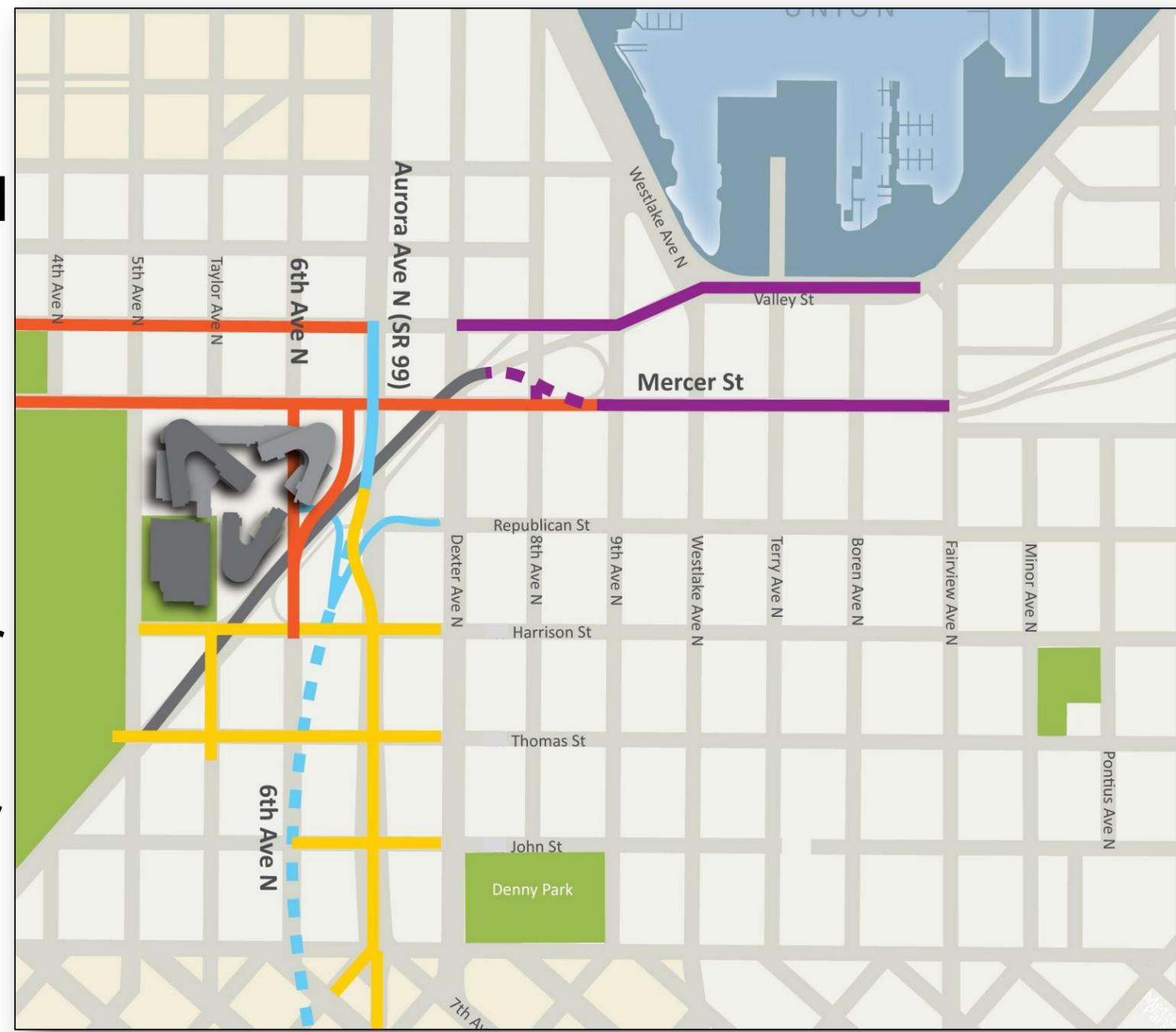
- Connect future businesses and residences along Mercer and Valley to Seattle Center and Uptown
- Bicycle route from South Lake Union to Uptown
- Lake to Bay Trail





Preliminary Analysis of four-lane underpass (no bridge widening)

- Restricted capacity to Seattle Center, Queen Anne, Interbay
- Increased travel time – peak periods and Seattle Center events
- Westbound queues back up on Mercer toward I-5.
- Queues increase on I-5 off-ramp.
- No left turn from EB Mercer to NB Dexter (for access to the north on Aurora)
- No bicycle facility across Aurora at Mercer
- Five-foot sidewalks unchanged
- Gap in Lake to Bay Trail



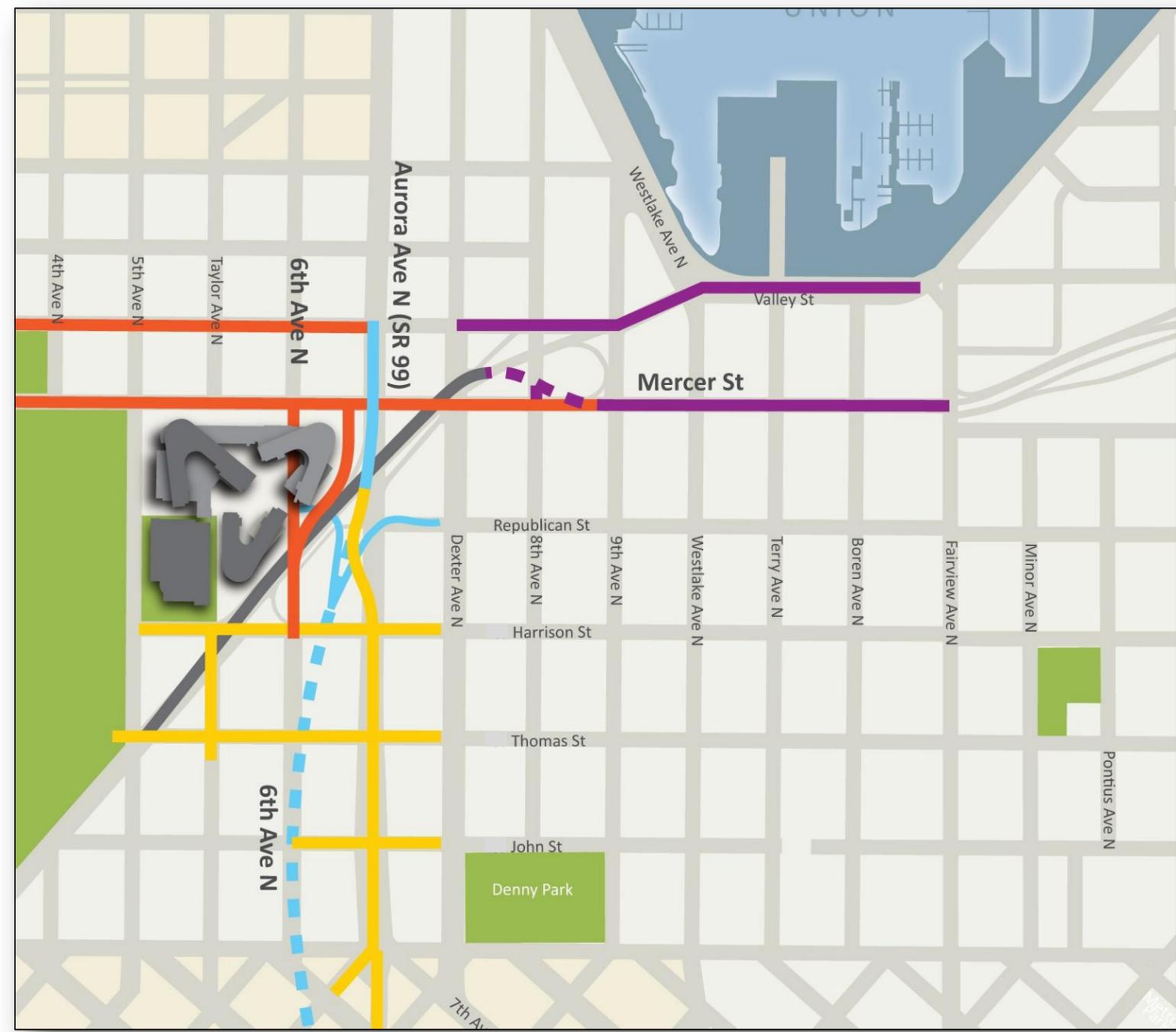


Preliminary Analysis of four-lane underpass (no bridge widening)

John, Thomas, and Harrison work with Mercer to reconnect two urban center neighborhoods.

Four-lane underpass relies on traffic diversion to these streets

- Out-of-way travel between Seattle Center/ Queen Anne and I-5
- Limited right-of-way & capacity
- Other priorities on these streets:
 - Bicycle lanes
 - Green Street and Lake to Bay Trail
 - On-street parking
 - Access to/from north on SR 99



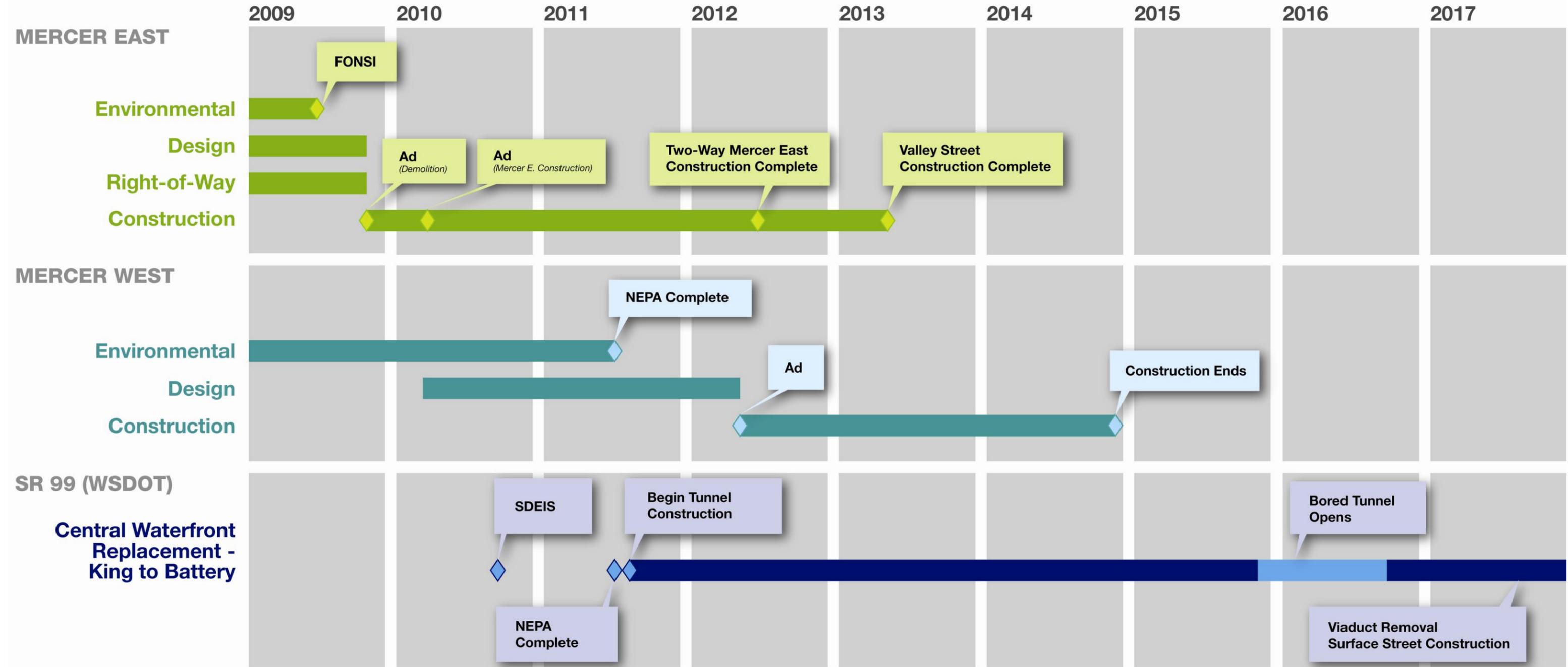


Preliminary Cost Estimate

Project Element	Six-lane	Four-lane
Mercer: Fifth N to Ninth N (underpass)	\$70 M	\$40 M
Sixth Ave N Extension	\$10 M	\$10 M
Broad St decommission	\$10 M	\$10 M
Mercer/Roy: Fourth W to Fifth N (two-way conversion)	\$10 M	\$10 M
Total	\$100 M	\$70 M

(based on 2008 conceptual design)





July 28, 2010



September 2010 – January 2011:

Open House – September 21

Civil and Structural Preliminary Design:

- Alignment and Profile
- Aurora bridge
- Retaining walls
- Utility coordination
- West Mercer Place feasibility

Initiate environmental analysis for Fifth N to Elliott W
(Two-way Conversion and West Mercer Place)

April 2011 - 30% design and updated cost estimates

July 28, 2010



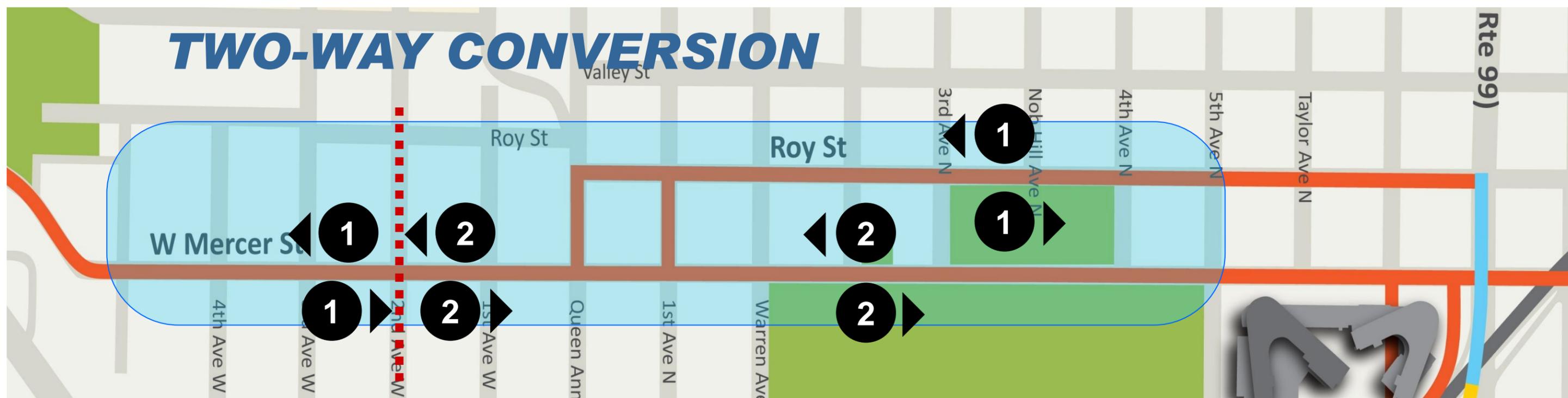
http://www.seattle.gov/transportation/mercer_west.htm

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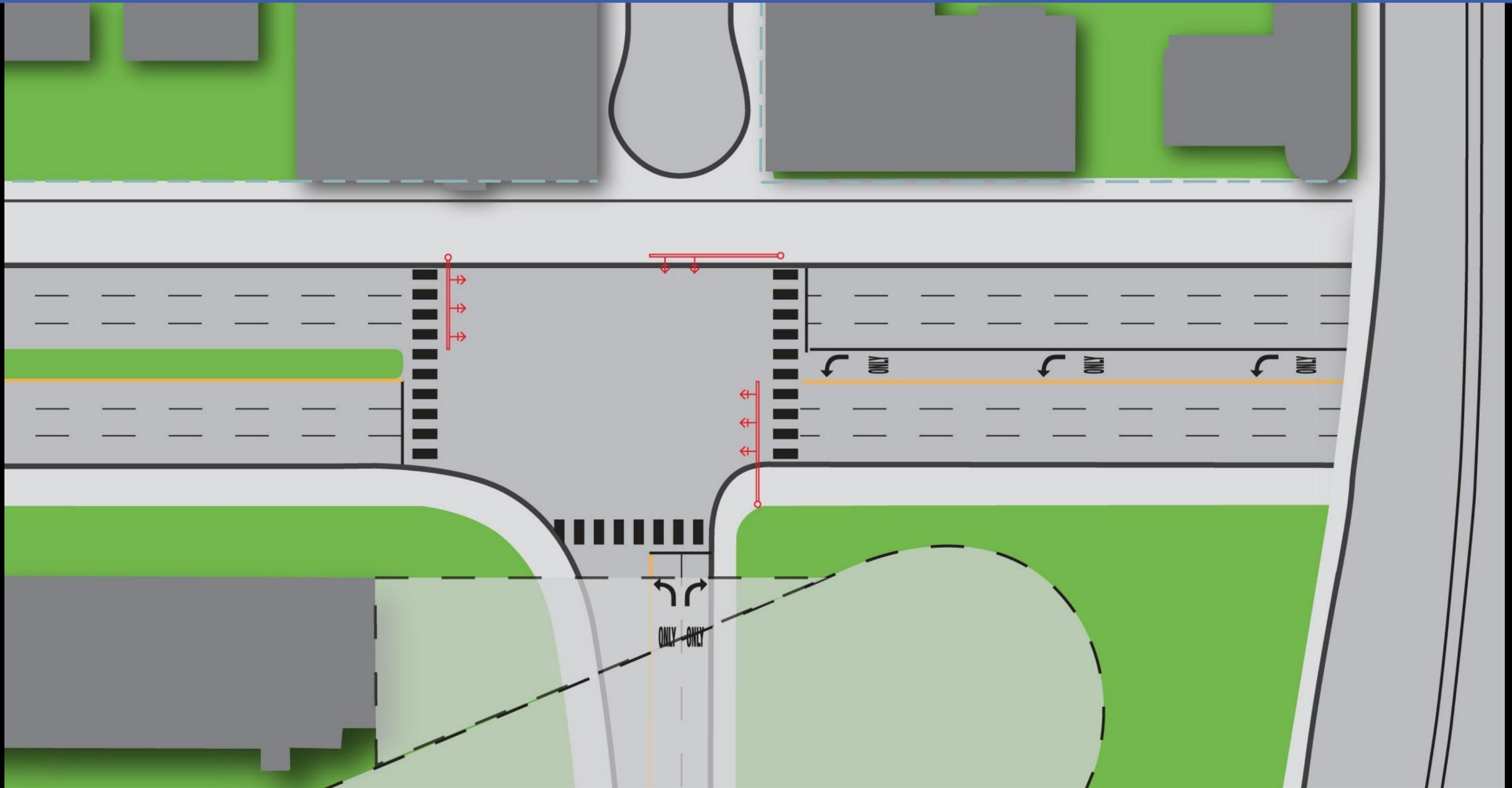
Fifth Ave N to Fifth Ave W

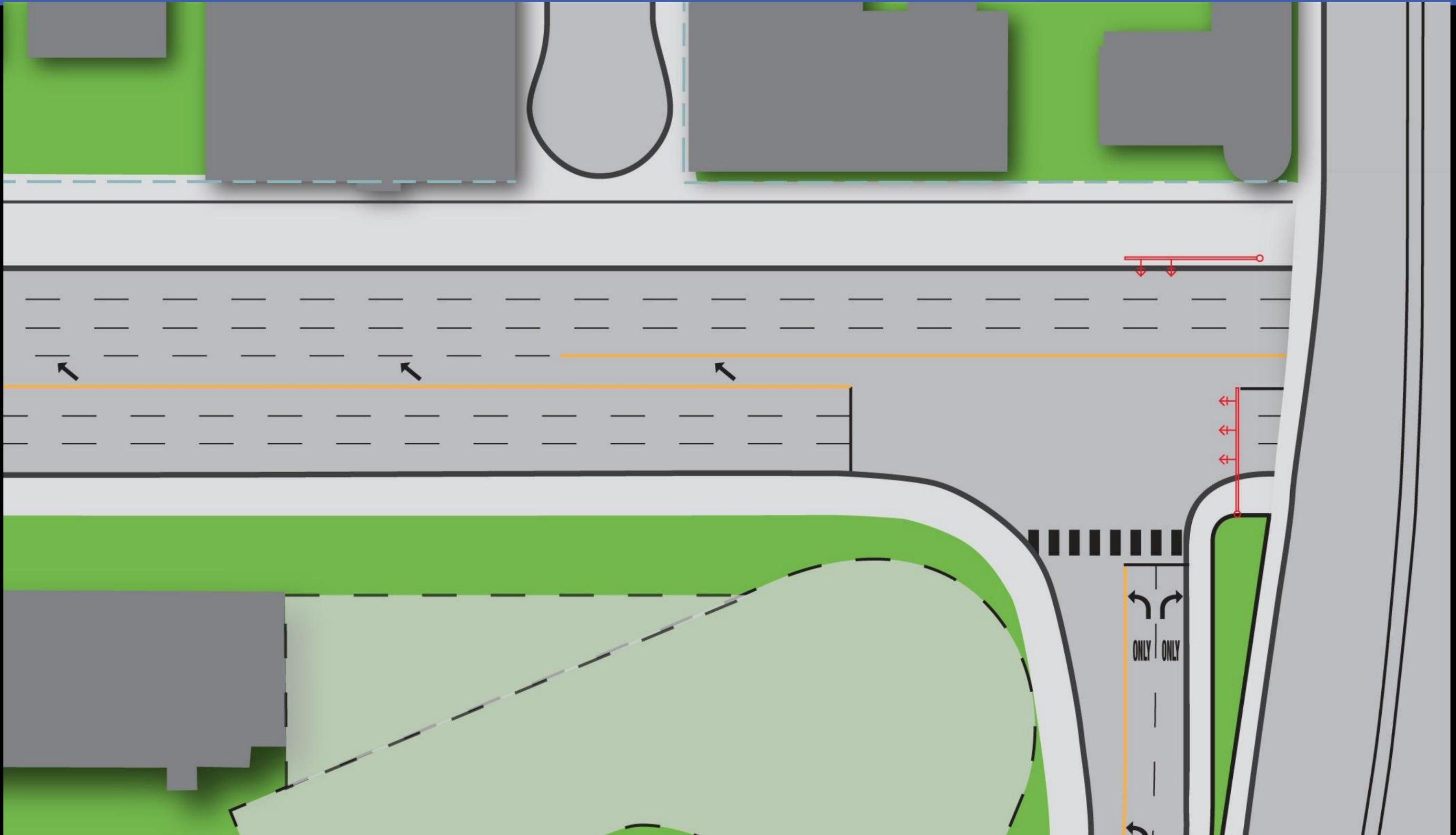
- Two lanes in each direction on Mercer St (Fifth Ave N – Second Ave W)
- One lane each direction on Roy St (Fifth Ave N – Queen Anne Ave N)
- Bike lanes on Roy St
- All changes within the existing street right-of-way
- Project coordination: Seattle Center, RapidRide



West Mercer Place

- Evaluate feasibility and need
 - Second eastbound lane
 - Sidewalk
 - Intersection of W Mercer Pl and Elliott Ave W
- Project Coordination: Kinnear Park, RapidRide













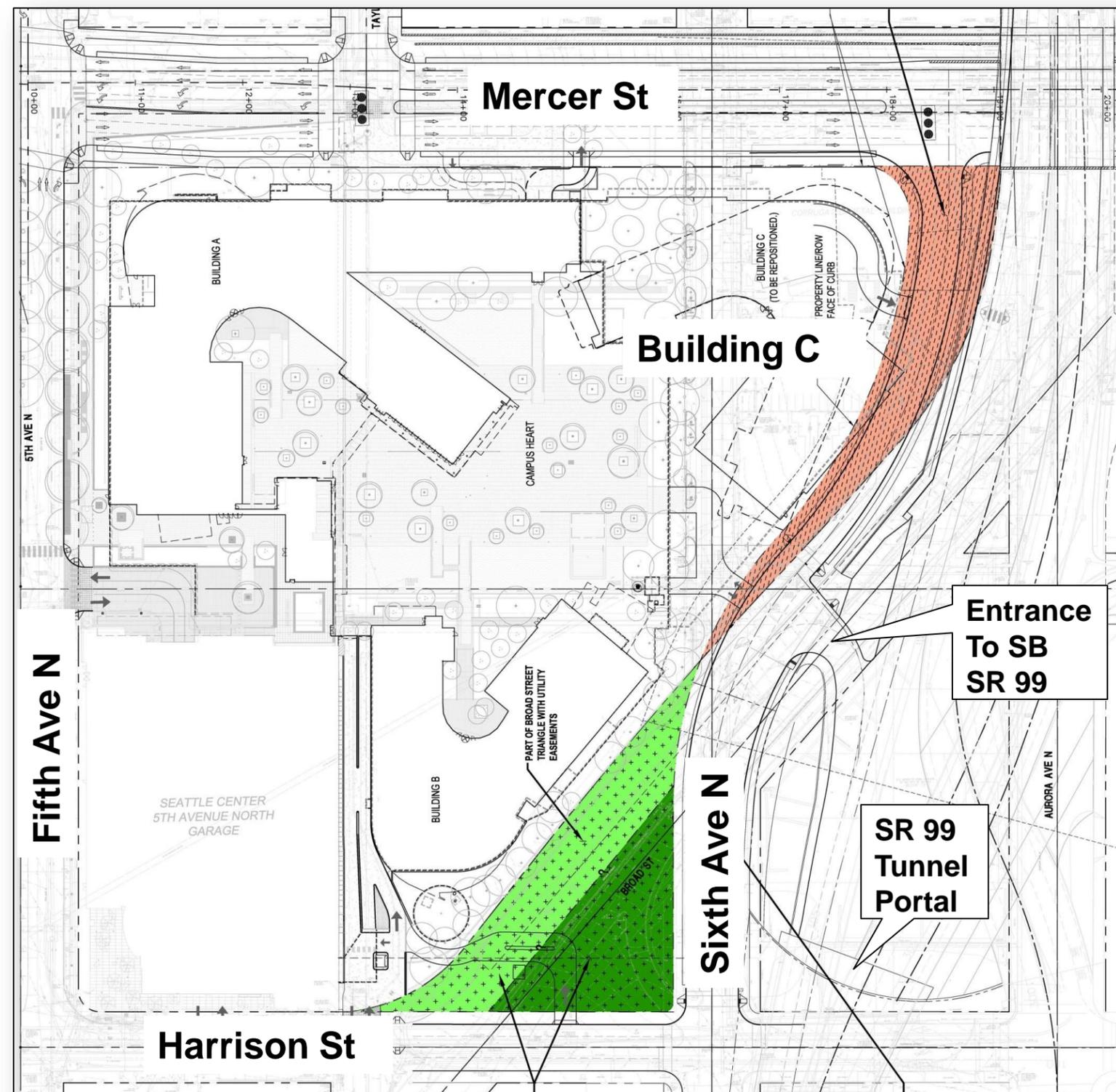
Proposed Property Exchange

Future Sixth Ave N right-of-way (red)

- Approximately 25,000 square feet

Broad Street Triangle (green)

- Approximately 38,000 square feet
- 50' utility easement (light green)
- Will require approval of a street vacation by City Council





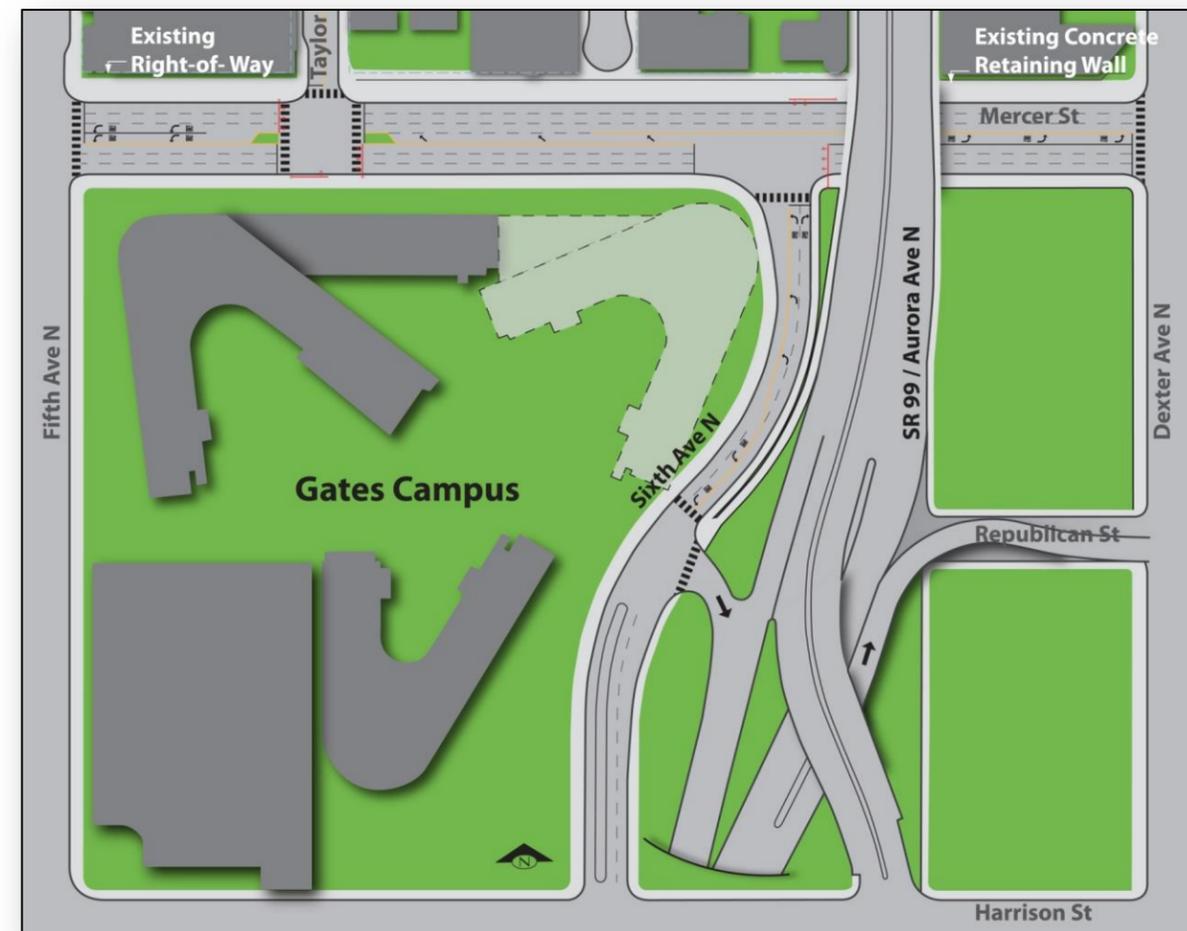
Plan for Coordination (Exhibit C)

Work by IRIS

- Excavation, including disposal of any contaminated soils, and wall removal for widened Mercer Street and Sixth Ave North
- Building design eliminates need for retaining walls
- Infrastructure to underground Broad-University Transmission line on Sixth

Work by the City

- Relocation of electrical distribution line traversing Broad Street and vacated Sixth Ave N (once Broad Street is closed)
- Relocation of water main from vacated Sixth Avenue N (with North Portal constr.)

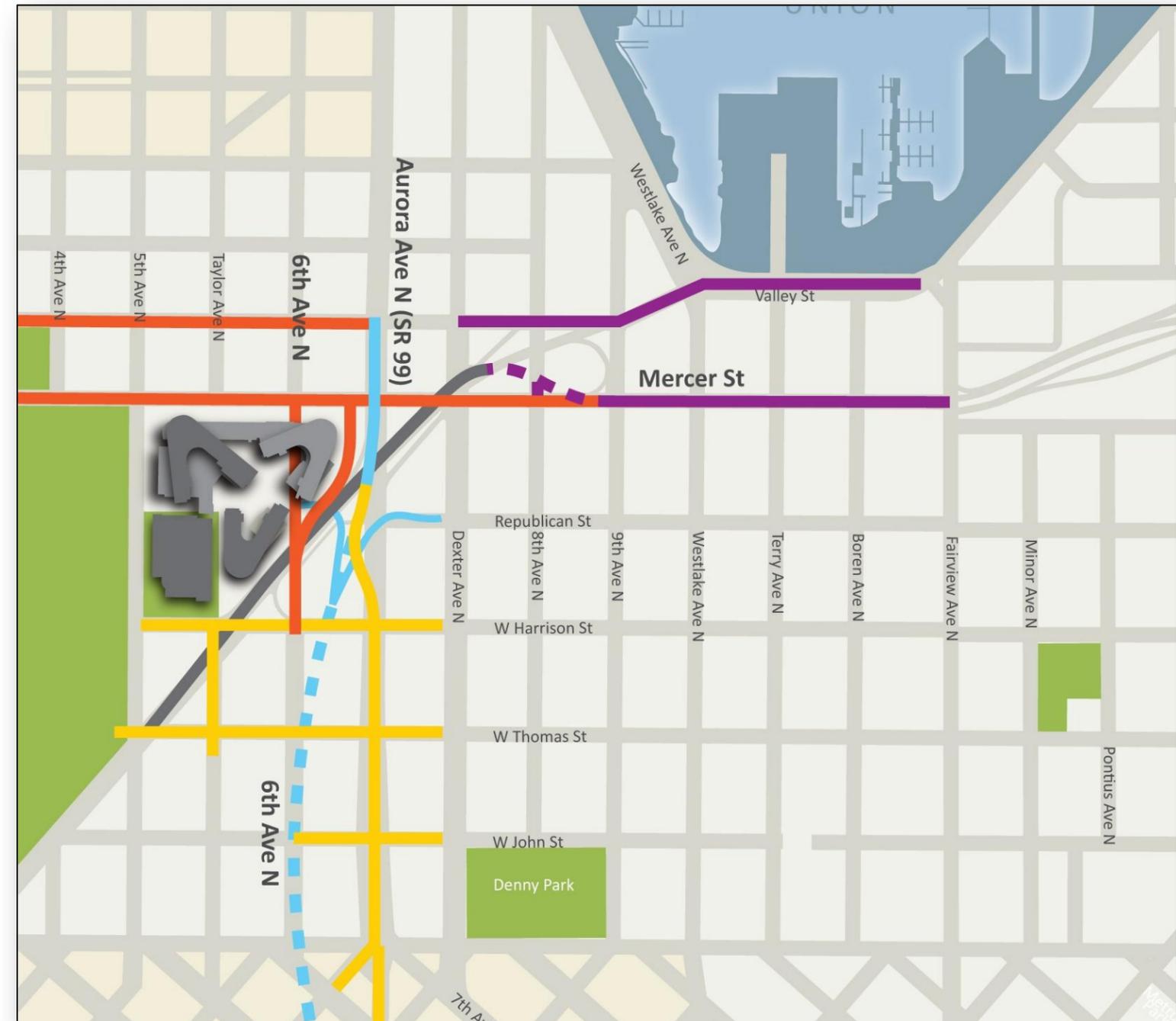




Preliminary Analysis of four-lane underpass (no bridge widening)

Comparing four-lane underpass to six-lane underpass (2015)

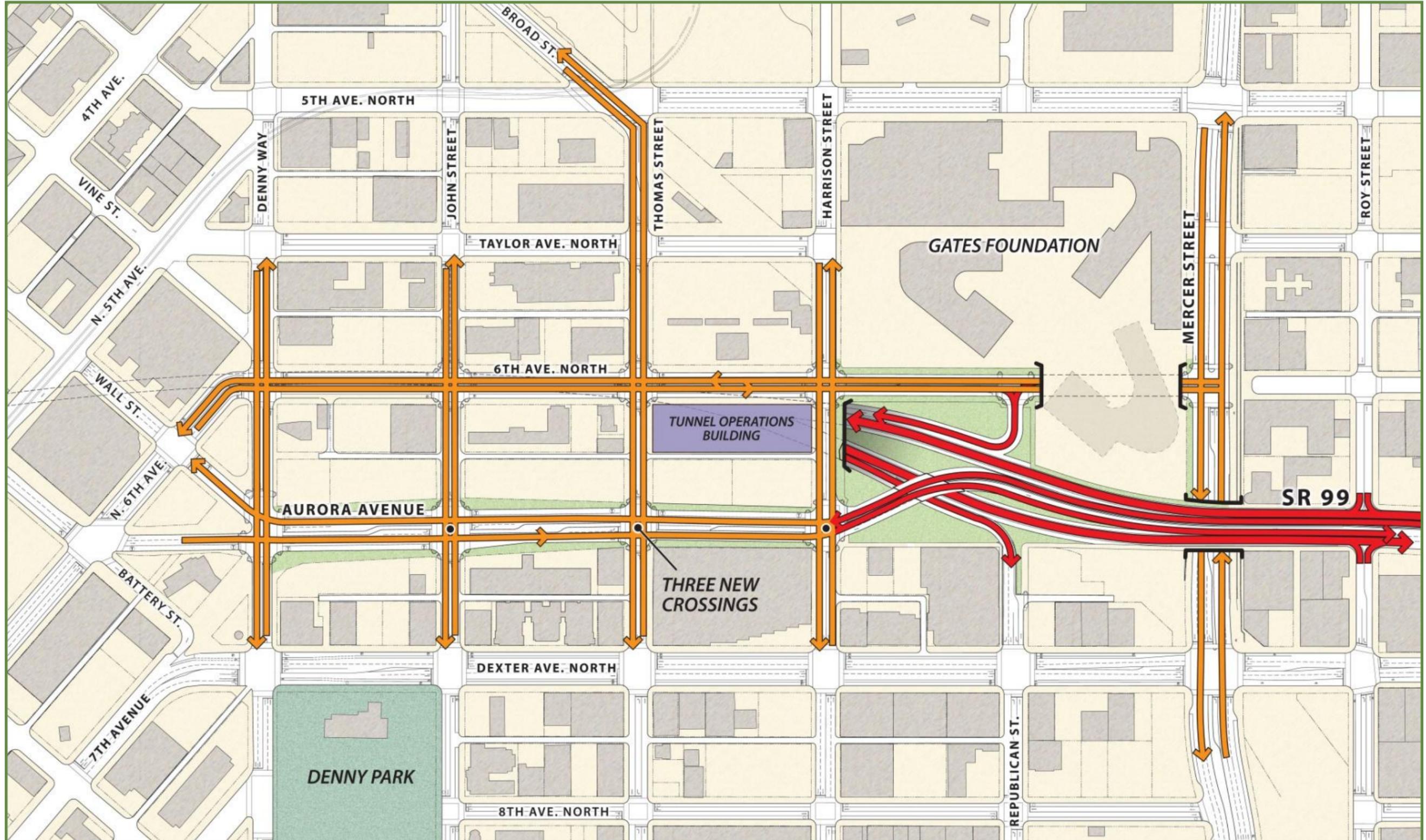
- Some Mercer traffic would shift to the new Aurora crossings and Denny.
- P.M. peak period travel times double from five to ten minutes (I-5 to Fifth N).
- Travel time increase for event traffic headed to Seattle Center (three minutes).
- Eastbound queues would extend toward I-5 on the new Mercer East.
- Queues would increase on the I-5 off-ramp.

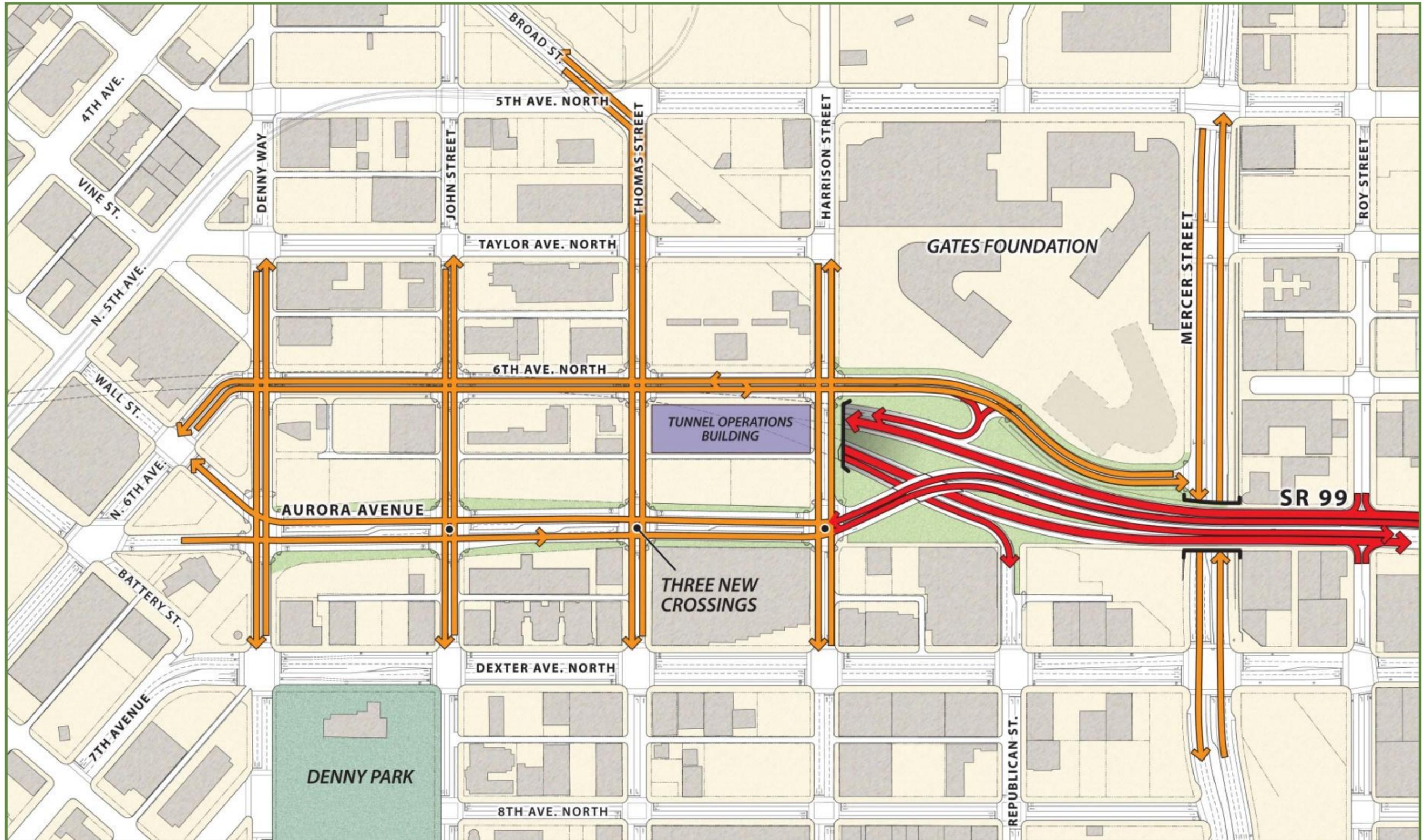


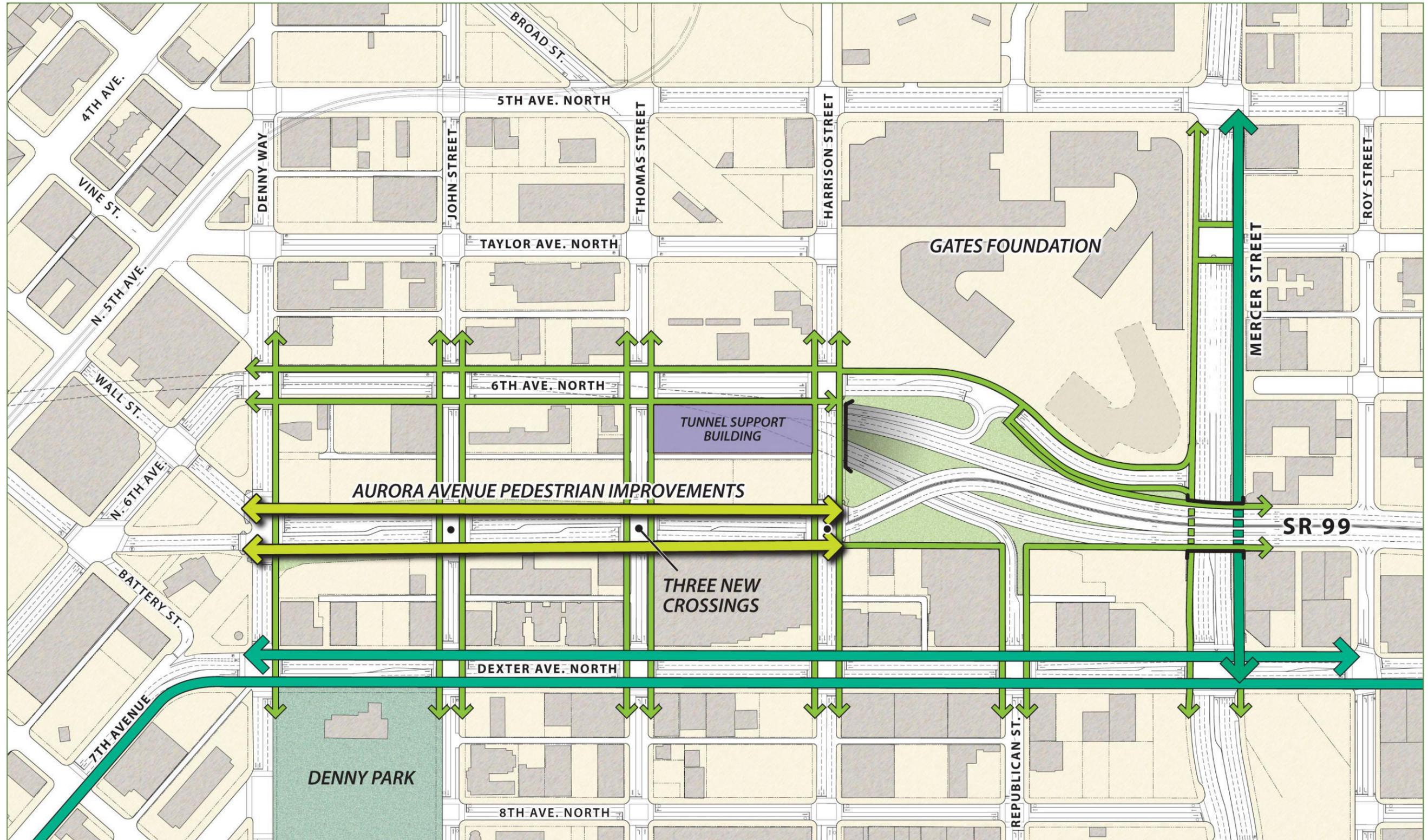


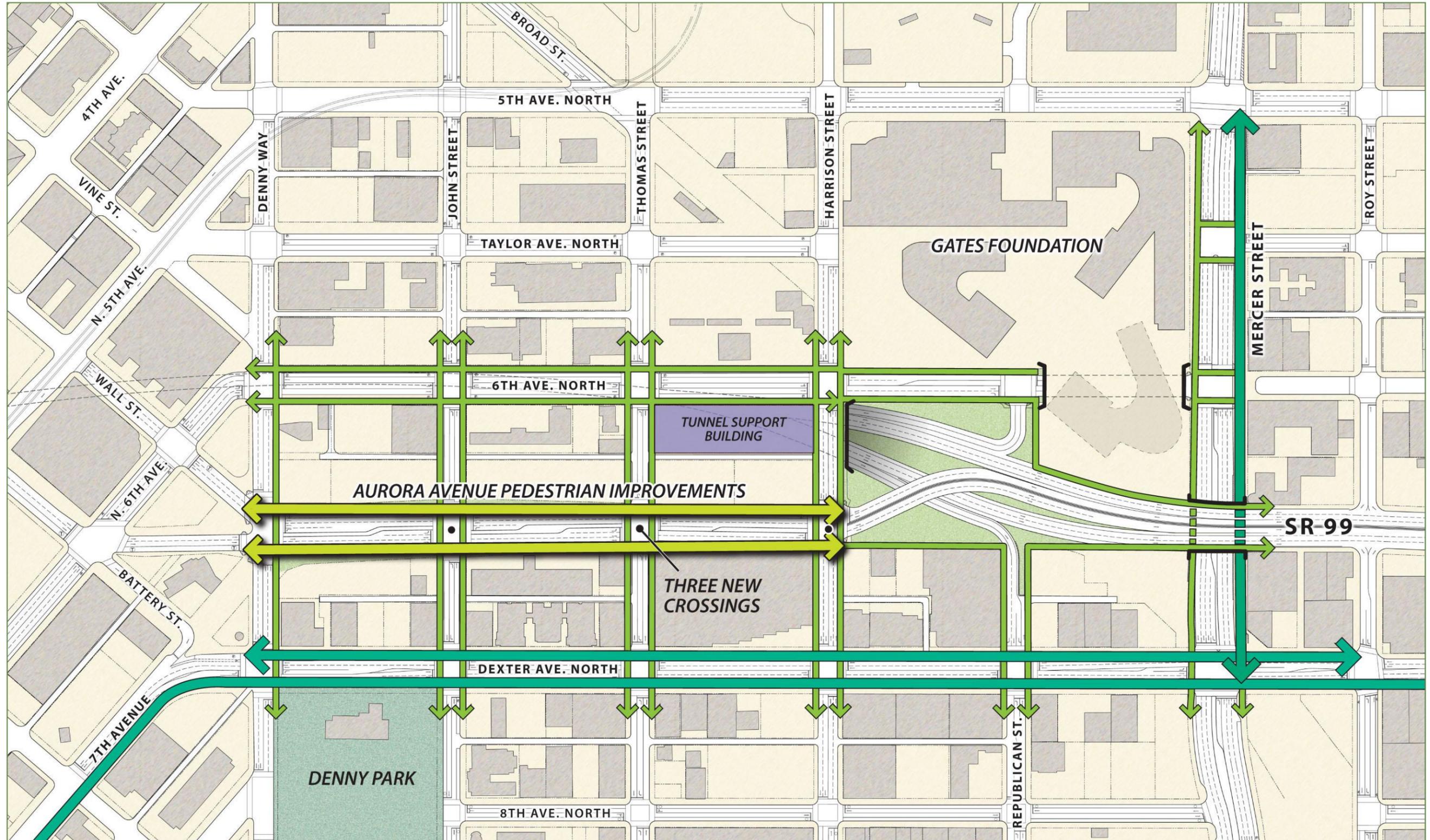
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Straight Sixth Ave





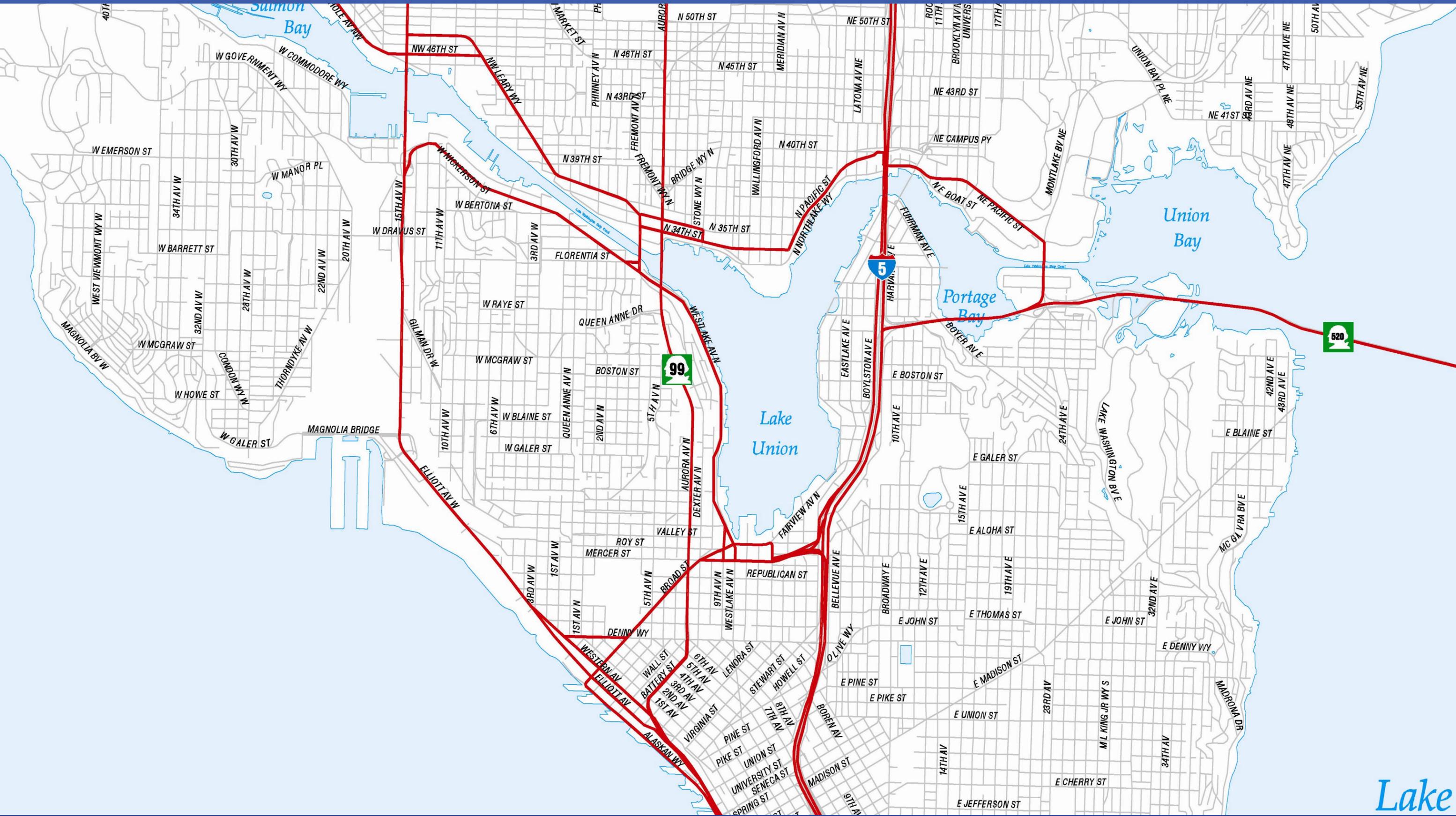






MERCER WEST

Major Truck Streets





Viaduct and Seawall Replacement Overview



