

### **3.0: Scenario 1 – Viaduct and Surface Alaskan Way Closed**

The SR 99 Alaskan Way Viaduct and Seawall are at risk of failure in the event of a strong earthquake. This scenario and attendant Action Plan focus on the City's response in the event the Alaskan Way Viaduct and the surface street Alaskan Way are both unavailable to carry traffic for a protracted period of time.

There are a variety of proactive actions that emergency responders and SDOT would take to mitigate the effects of the loss of the Viaduct and Alaskan Way. SDOT would pursue these traffic management goals:

- Redirect traffic coming into the area
- Support SPD and SFD to ensure safe and expeditious access to and from the incident
- Work with emergency managers to ensure safe and expeditious routes to and from hospitals and staging areas
- Implement plans to initially move citizens away from the areas of the city impacted by the loss of the Viaduct
- Rapidly move to implement planned traffic detour systems in order to free up police officers from traffic control tasks
- Manage the remaining transportation system in and around Seattle to work as well as possible to accommodate the increased burden placed upon it by the loss of the Viaduct and Alaskan Way

## Scenario 1 – Viaduct and Surface Alaskan Way Closed

### ACTION PLAN

Initiating Action		
<u>Action</u>	<u>Responsible Party</u>	<u>Complete Date/time</u>
<p>Upon being made aware of the closure of the Alaskan Way Viaduct, contact any of the following in SDOT for authorization to initiate “Scenario 1 – Viaduct and Surface Alaskan Way Closed Action Plan.”</p> <ul style="list-style-type: none"><li>a. Director, Traffic Management Division</li><li>b. Manager, Traffic Operations</li><li>c. Manager, Signal Operations</li><li>d. Director, Street Maintenance</li><li>e. Director, Roadway Structures</li></ul> <p>(see Appendix J for contact information)</p> <p>Note: Whoever is contacted to initiate actions is responsible for advising SDOT Director, Traffic Division Director and convening the Incident Oversight Team.</p>	Charles Street Dispatcher	

Immediate Actions – Actions in this “Immediate Actions” section are not sequential; they will be initiated concurrently.		
<u>Action</u>	<u>Responsible Party</u>	<u>Complete Date/time</u>
Notify WSDOT NW Region Traffic Management Center of situation. ( <b>SPECIFIC PHONE NUMBER CONTAINED IN STAFF DOCUMENT ONLY</b> )	Street Maintenance senior supervisor	
Notify King Country Metro Transit to use established alternate routes (Specific detour route plan sheets that follow in this section)	Incident Oversight Team	
Implement Downtown Emergency Response Access Plan, Phase I (Map graphic and specific detour route plan sheets that follow in this section)	Incident Oversight Team	
SPD to post officers at identified priority locations per AWV Closure Plan to assist in moving traffic through intersections. ( <b>SPECIFIC LOCATIONS CONTAINED IN STAFF DOCUMENT ONLY</b> )	SPD - Alaskan Way Viaduct Closure Plan (specific plan follows in this section)	

<b>Immediate Actions – Actions in this “Immediate Actions” section are not sequential; they will be initiated concurrently.</b>		
<u>Action</u>	<u>Responsible Party</u>	<u>Complete Date/time</u>
Incident Oversight Team - assess situation and make determination to continue as proscribed in Action Plan or modify as needed.	Incident Oversight Team	
Stand up SDOT’s Response Command Headquarters at Charles Street facility	Incident Oversight Team	
Mobilize crews to staff six (6) trucks with lighted arrow boards. Upon request of SPD, dispatch to locations specified in SPD’s “Alaskan Way Viaduct Closure Plan.” 1.) Eastbound South Spokane Street at ramp to northbound SR-99 2.) Northbound East Marginal Way South at 4200 block 3.) Northbound 1 <sup>st</sup> Avenue South ramp to northbound SR-99 4.) Columbia Street ramp to southbound SR-99 5.) Southbound Aurora Avenue at John Street 6.) Southbound Elliott Avenue at southbound ramp to SR-99	Street Maintenance Senior supervisor on duty	
Recommend WSDOT advise motorists via Variable Message Signs, Highway Advisory Radio, and other means per WSDOT communications plans.	Incident Oversight Team communication with WSDOT	
Through WSDOT, request Washington State Patrol close southbound and northbound I-5 Off Ramps to James Street to preserve for emergency access to and from hospitals.	Incident Oversight Team communication with WSDOT	
Provide prepared messages to media, working with Incident Commander and EOC when operational.	Incident Oversight Team	
Implement Signal timing plans for AM Peak, PM Peak, or Off Peak as indicated by situation	Incident Oversight Team communication with SDOT Traffic Management Center manager	
If emergency responders choose to utilize 1 <sup>st</sup> Avenue for staging & triage, call in crews to load trucks with “Road Closed” barricades. Distribute to west side of intersections on all westbound streets between South Atlantic Street and Broad Street (22 streets).	Street Maintenance Sr. Supervisor	
Have crews load trucks with detour signage as listed in “Detour Routing Plan”	Street Maintenance Sr. Supervisor	
Contact vendors & suppliers to assemble identified	Incident Oversight	

<b>Immediate Actions – Actions in this “Immediate Actions” section are not sequential; they will be initiated concurrently.</b>		
<u>Action</u>	<u>Responsible Party</u>	<u>Complete Date/time</u>
signage and deploy per “Detour Routing Plan”	Team	
Contact contractors to deploy Changeable Message Signs with message “SR 99 Viaduct Closed – Use Alternate Routes” <ul style="list-style-type: none"> <li>a. SW Spokane Street at Delridge Way SW</li> <li>b. SW Admiral Way at California Avenue SW</li> <li>c. SW 35<sup>th</sup> Street at SW Spokane Street</li> <li>d. East Marginal Way South at 1<sup>st</sup> Avenue South</li> <li>e. SR 509 south of 1<sup>st</sup> Avenue South Bridge</li> <li>f. SR 99 at North 145<sup>th</sup> Street</li> <li>g. SR 99 at North 130<sup>th</sup> Street</li> <li>h. SR 99 at North 85<sup>th</sup> Street</li> <li>i. SR 99, at Winona Avenue North</li> </ul>	Incident Oversight Team	
Provide SDOT staffing at City’s Emergency Operations Center	Emergency Preparedness Officer to run through EOC call-out list	

<b>First Follow-up Actions</b>		
<u>Action</u>	<u>Responsible Party</u>	<u>Complete Date/time</u>
1. Work with Incident Commander to confirm SDOT recommended emergency access route.	SDOT’s EOC rep.	
2. Implement Emergency Downtown Access Plan, Phase I (See map graphic and specific detour plan sheets that follow in this chapter).	Incident Oversight Team	
3. Install traffic detour signage per this scenario (See specific detour plan sheets that follow in this chapter).	Incident Oversight Team	
4. Relieve SPD staff at critical intersections with more permanent traffic management signage.	Incident Oversight Team	
5. Communicate appropriate messaging to reduce trips in SR 99 corridor.	Incident Oversight Team, in conjunction with ESF-5	
6. Implement “No Parking” restrictions at critical areas to increase traffic capacity.	Incident Oversight Team	



Follow-up Actions (day 1 – week 2)		
Action	Responsible Party	Complete Date/time
1. Implement Downtown Emergency Response Access Plan, Phase II (See map graphic and specific detour plan sheets that follow in this chapter).	Incident Oversight Team	
2. Evaluate effectiveness of traffic control plans and devices and make improvements as needed.	Incident Oversight Team	
3. Locate Portable Changeable Message Signs as available with message “SR 99 Viaduct Closed – Follow Detour Routes”: a. 15 <sup>th</sup> Avenue NW, north of NW Market Street b. Elliott Avenue, north of Denny Way c. East Marginal Way South, at 1 <sup>st</sup> Avenue South d. SR 509, south of 1 <sup>st</sup> Avenue South Bridge e. SR 99, north of Aurora Bridge	Incident Oversight Team	
4. WSDOT locate Portable Changeable Message Signs as available with message “I-5 Congestion Thru Seattle – Use Alternate Routes”: a. I-405 north of SR 522 b. SR 520 east of I-405 c. I-405 south of SR 520	WSDOT – in communication with Incident Oversight Team	
5. Install permanent barricades at critical points as needed.	Incident Oversight Team	
6. Install permanent signage at critical points as needed.	Incident Oversight Team	
7. Implement Downtown Traffic Management Plan (see map graphic and specific detour plan sheets that follow in this chapter). ✓ Restrict parking on 1 <sup>st</sup> , 2 <sup>nd</sup> , & 4 <sup>th</sup> ✓ Truck detours ✓ Intersection rechannelization at Denny Way & Wall Street, 4 <sup>th</sup> Avenue & Battery Street, 2 <sup>nd</sup> Avenue & Wall Street	Incident Oversight Team	
8. Implement AWW Closure Traffic Detour Marking Phase II (see map graphic and specific detour plan sheets that follow in this chapter).	Incident Oversight Team	
9. Implement Detour Route, Phase III (parking restrictions) (see map graphic and specific detour plan sheets that follow in this chapter).	Incident Oversight Team	
10. Contact Duwamish River marine companies to initiate Emergency South Spokane Street Swing	Incident Oversight Team	

<b>Follow-up Actions (day 1 – week 2)</b>		
<u>Action</u>	<u>Responsible Party</u>	<u>Complete Date/time</u>
Bridge Openings Schedule		

<b>Follow-up Actions (after week 3)</b>		
<u>Action</u>	<u>Responsible Party</u>	<u>Complete Date/time</u>
Evaluate effectiveness of traffic control plans and devices and make improvements as needed.	Incident Oversight Team	

# Emergency Access Plan

## Phase I

**Legend**

Primary Emergency Route

James St: Alaskan Way to 9th Avenue

Secondary Emergency Route

9th Avenue: University Street to Spruce Street

Ramp Closures

James Street Off Ramp

Emergency Staging East Side of 1st

Two Way Emergency Flow

1st Ave @ Broad St to 1st Ave S @ S Royal Brougham Way

Hospitals

Fire Station









Uniformed Police Officer



# Emergency Access Plan

## Phase II

### Legend

-  Primary Emergency Route  
*James St: Alaskan Way to 9th Avenue*
-  Secondary Emergency Route  
*9th Avenue: University Street to Spruce Street*
-  Ramp Closures  
*James Street Off Ramp*
-  Emergency Staging East Side of 1st
-  Two Way Emergency Flow  
*1st Ave @ Broad St to 1st Ave S @ S Royal Brougham Way*
-  Hospitals
-  Fire Station
-  Traffic Control Signage

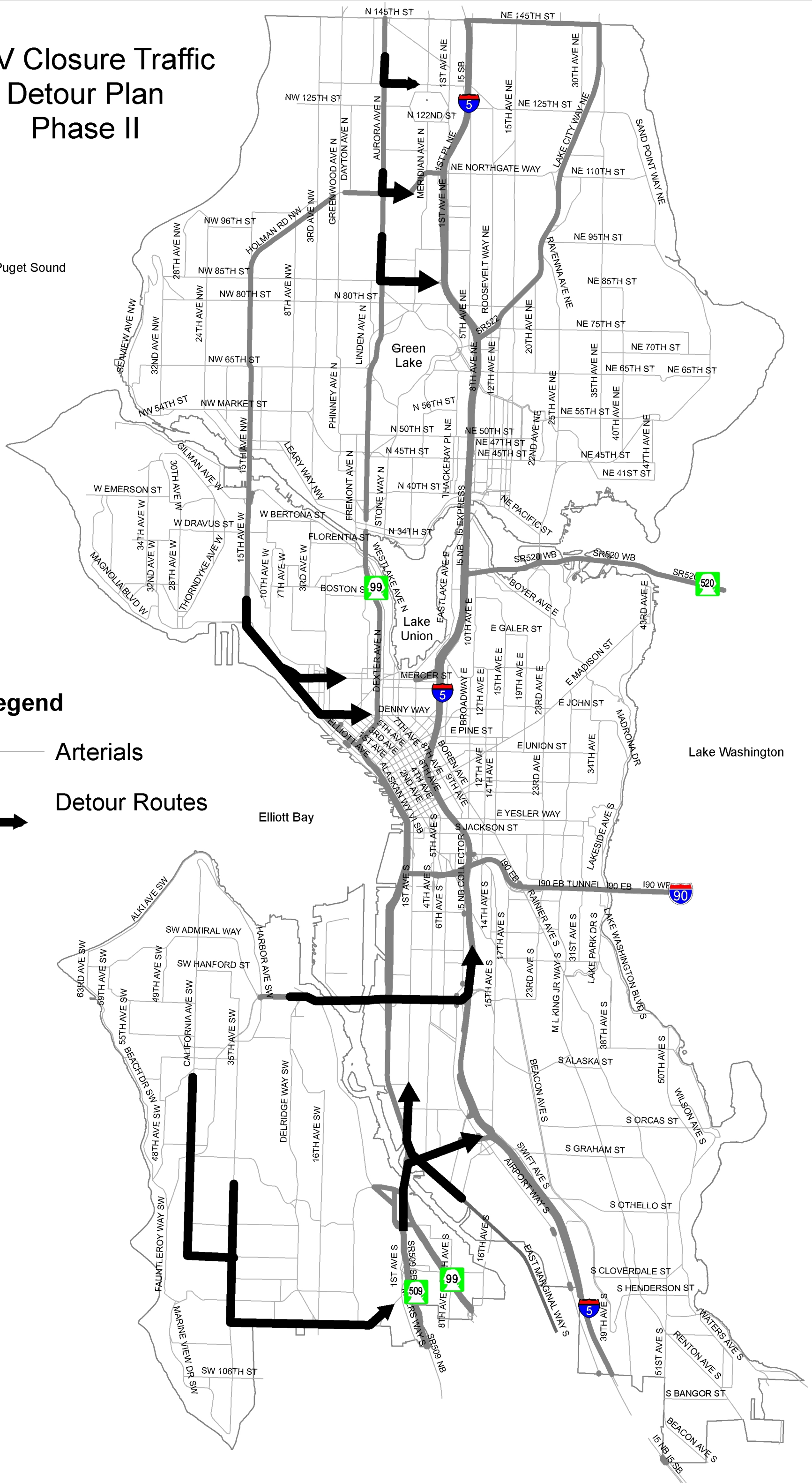
# AWV Closure Traffic Detour Plan Phase II

## Puget Sound

## Legend

## Arterials

## Detour Routes



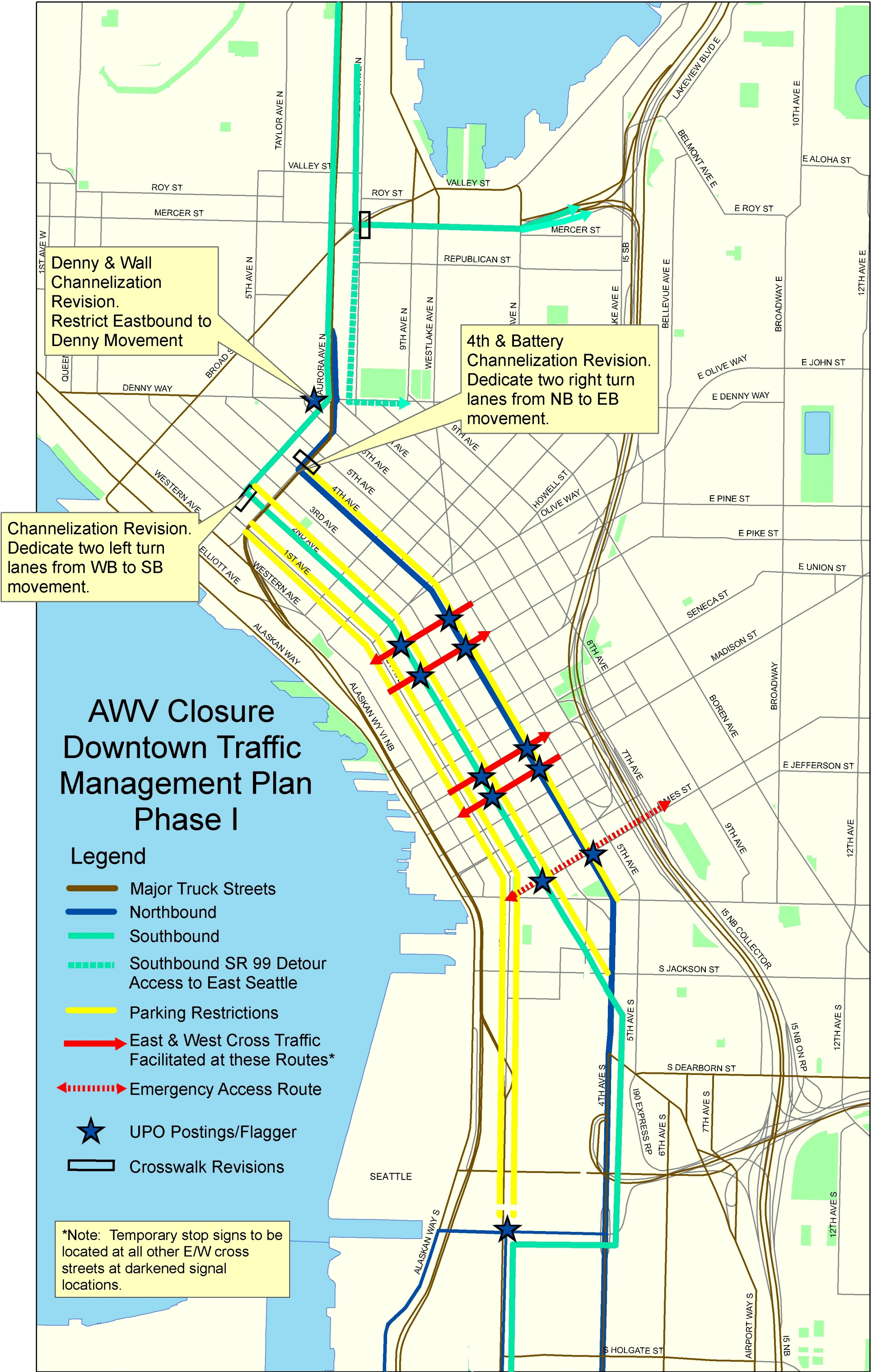


# Alaskan Way Viaduct Emergency Closure Plan

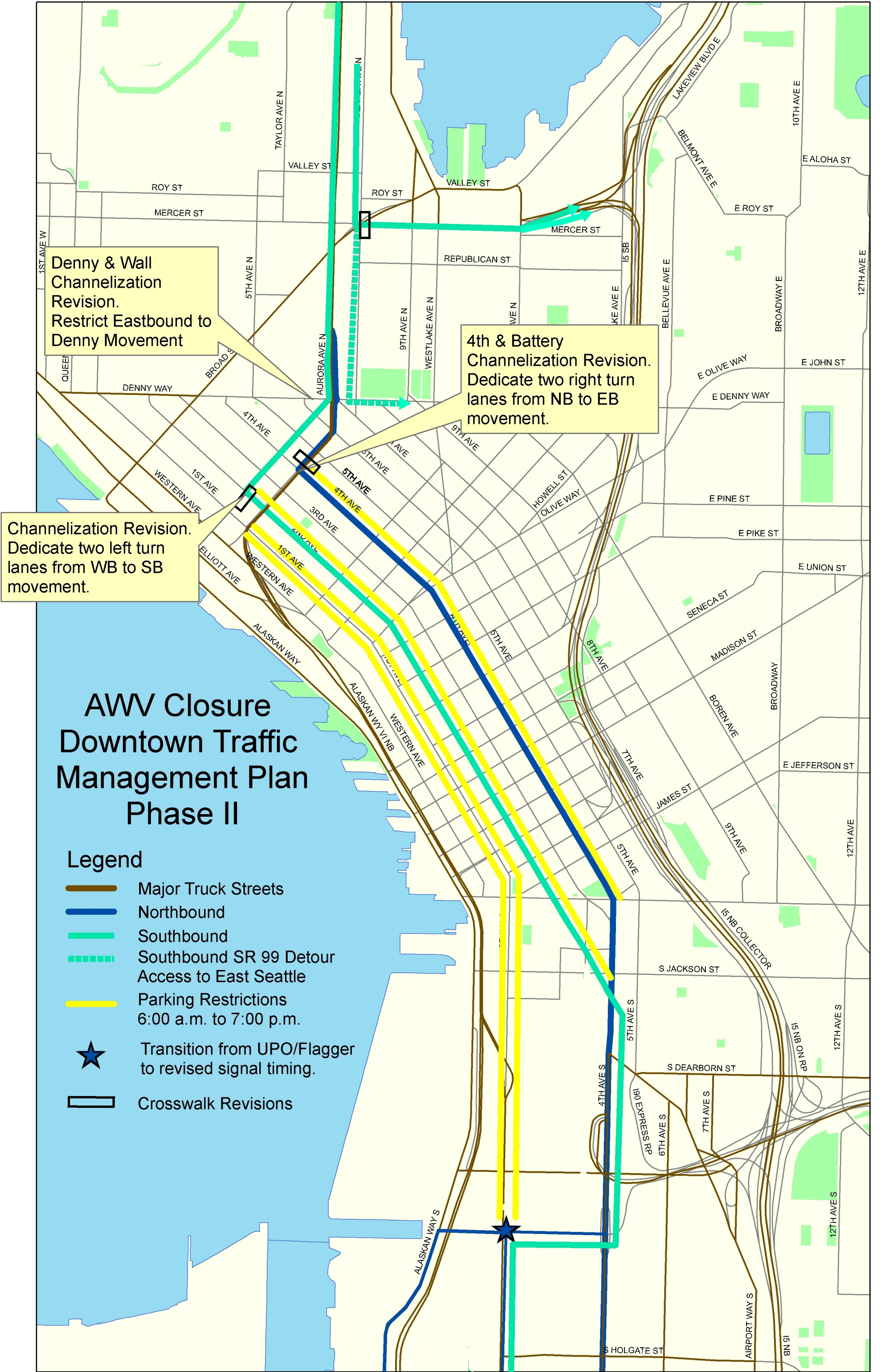
## Advance Information Local Map













# AWV Closure Traffic Control for Truck and Freight

## Legend

- Northbound
- Southbound
- Truck Route-Alaskan WY Open
- Major Truck Streets
- Arterials
- Downtown Traffic Control Zone

30 feet or longer are restricted 7:00 a.m. to 7:00 p.m. from Downtown Traffic Control Zone.  
Vehicles over 24 feet or over 24,000 pounds gross weight are restricted from the downtown traffic control zone from 4:00 p.m. to 6:00 p.m.

Truck Through Trips to I-5 diverted by VMS and permanent signs.



TRAFFIC SIGNAL  
TIMING PLAN

