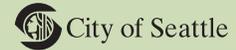


# Alaskan Way Viaduct Replacement Program



11.11



## Replacing the Alaskan Way Viaduct

The Alaskan Way Viaduct, part of State Route 99 in Seattle, was built in the 1950s, and decades of daily wear-and-tear have taken their toll on the structure. The 2001 Nisqually earthquake damaged the viaduct and caused it to settle into the weak fill soil underneath. The viaduct is vulnerable in an earthquake, and replacing it is critical to public safety.

The Alaskan Way Viaduct Replacement Program includes projects led by WSDOT, King County, City of Seattle and the Port of Seattle. The Federal Highway Administration (FHWA) is a partner in this effort.



*Alaskan Way Viaduct*

## Replacing the viaduct's south end

The viaduct's south end, near Seattle's port and stadiums, is being replaced with two side-by-side bridges. The new roadway will have wider lanes, meet current earthquake standards and improve mobility for people and goods in the south of downtown area. The environmental assessment for this project was released in June 2008, and the Finding of No Significant Impact was signed by the FHWA in February 2009.

Crews demolished the majority of the viaduct's southern mile in October 2011. South of downtown Seattle, SR 99 drivers now travel on a new bridge and

through a construction bypass connection to the viaduct along the waterfront. We are building the second new SR 99 bridge in the footprint of the demolished viaduct. Once the SR 99 tunnel is built, this roadway will be permanently connected to it.

To enhance truck access to the port, this project includes a new crossing to give trucks and other traffic on South Atlantic Street a way to access East Marginal Way South when the railroad track is in use. Crews are also building new bicycle/pedestrian paths adjacent to SR 99 that connect to existing downtown trails.



*Demolishing the viaduct's south end in October 2011. Part of the SR 99 construction bypass is shown in the foreground.*



*Concrete rubble from the south end of the viaduct will be recycled and used for SR 99 tunnel construction.*

## Replacing the viaduct's waterfront section

The downtown waterfront section of the Alaskan Way Viaduct will be replaced with a bored tunnel beneath downtown Seattle. The tunnel will connect to the new SR 99 roadway under construction south of downtown, and to Aurora Avenue in the north. FHWA, WSDOT and the City of Seattle released the project's Final Environmental Impact Statement in July 2011, and FHWA signed the Record of Decision, providing federal approval, in August 2011.

The tunnel route begins on Alaskan Way South near South King Street, then moves toward First Avenue near Yesler Way, turns north near Stewart Street and ends at Sixth Avenue North and Thomas Street. It will be approximately two miles long and have two lanes of traffic in each direction, with ramps at either end so drivers can access the downtown street system from SR 99.

The tunnel will maintain a vital route for people and goods through downtown, while opening up more than nine acres of public space for a world-class waterfront. A major advantage of this project is that it minimizes construction impacts to businesses and the traveling public. Using a tunnel boring machine allows us to build the new SR 99 corridor while the viaduct stays open to traffic.

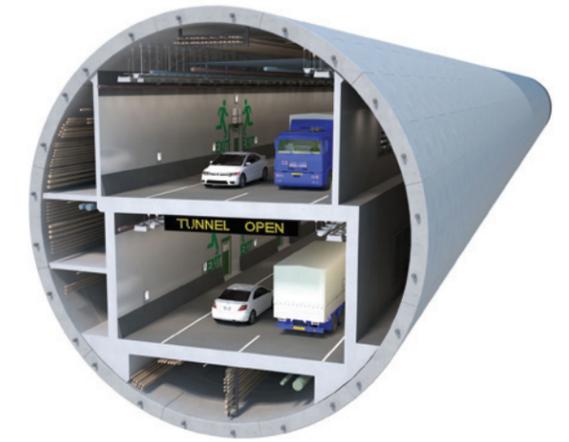
## New Alaskan Way

Once the viaduct's downtown waterfront section is removed, a new Alaskan Way surface street and new public spaces will be built in its place. The street will have four lanes north of the Colman Dock ferry terminal and six lanes south of Colman Dock, in order to provide access to downtown from the south and accommodate ferry traffic and transit. Signalized intersections will be timed to move traffic efficiently, while also ensuring safe pedestrian access to the waterfront. At its northern end the street will connect over the railroad tracks to Elliott and Western avenues,

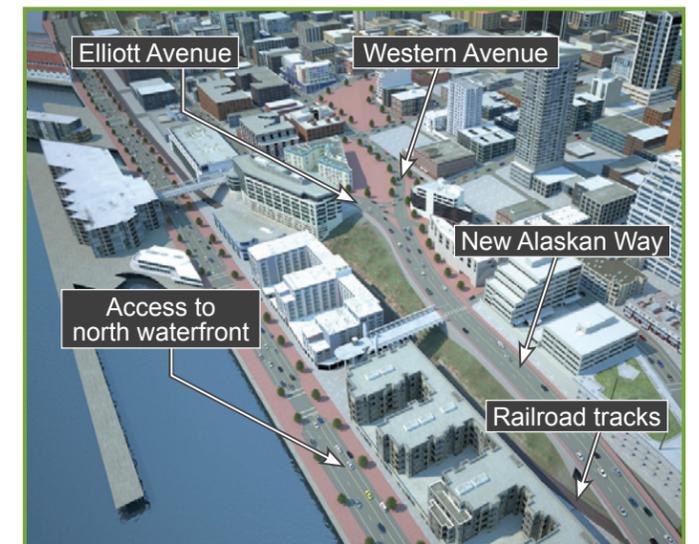
and its southern end south of South King Street will connect to SR 99 and East Marginal Way South. These connections will maintain important access to and from northwest Seattle, including freight access.

## Other program improvements (See map below)

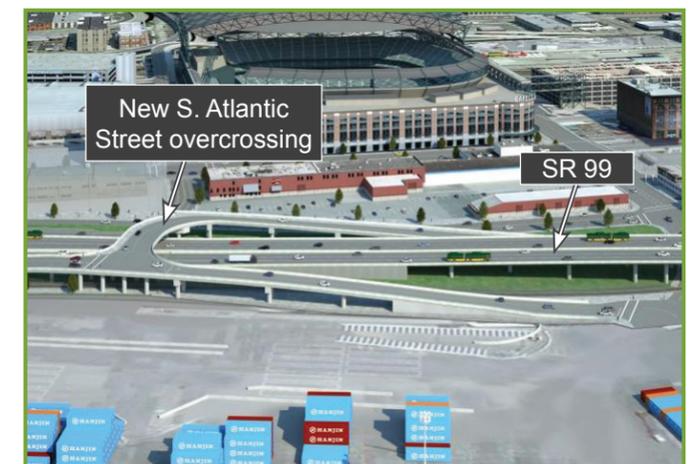
As part of the Alaskan Way Viaduct Replacement Program, the City of Seattle and King County are planning street, transit and waterfront improvements. The City of Seattle will build new public open space along the waterfront, replace the Elliott Bay seawall and improve other city streets such as the Spokane Street Viaduct and the Mercer corridor. King County is seeking funds to provide enhanced transit service to downtown Seattle in the SR 99 corridor. The City and County are responsible for managing these projects, including their environmental review.



Design concept for the SR 99 tunnel, which will have two 11-foot lanes with an eight-foot safety shoulder and a two-foot shoulder in each direction.



The north end of the new Alaskan Way street will connect over the railroad tracks to Elliott and Western avenues. This is a simulated view of the roadway looking north toward Belltown.



Simulation of the new SR 99 bridges near the stadiums and the crossing at South Atlantic Street, looking east.

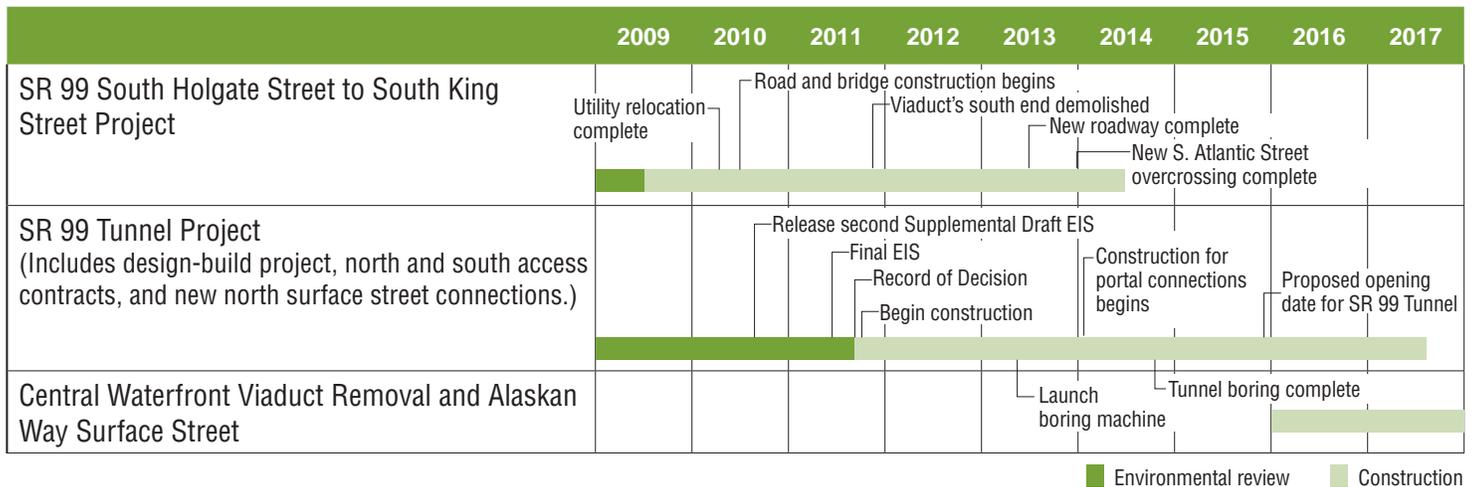




Use your web-enabled camera phone to read this QR code and connect to our website.

Looking south at the first of two new SR 99 bridges, near Seattle's port and stadiums, and the construction bypass connection to the viaduct along the waterfront.

## Program Schedule



### For more information

Visit the website at [www.alaskanwayviaduct.org](http://www.alaskanwayviaduct.org)

Call the hotline at 1-888-AWV-LINE

Send an email to [viaduct@wsdot.wa.gov](mailto:viaduct@wsdot.wa.gov)

Send a letter to:

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 Washington State Department of Transportation  
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 Seattle, WA 98104

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