

-----Original Message-----

From: Arthur M. Skolnik [<mailto:ArthurMSkolnik@comcast.net>]

Sent: Sunday, August 10, 2008 5:17 PM

To: Alaskan Way Viaduct

Subject: Nomination Form.doc

I-019-001

The e-mail is related to my comments on the Alaskan way Viaduct and the proposed demolition of the southern 40% of the elevated section. The section of the environmental documents prepared by WSDOT are grossly inadequate on the subject of the historical significance of the AWV. I am sending to you my recently submitted National Register of Historical Places for its inclusion in the comments and addressing in the final or supplemental documents. I expect the complete form to be included. Additional sections of the Nomination form are to follow.

Sincerely,

Arthur M. Skolnik FAIA

*** eSafe1 scanned this email for malicious content ***

*** IMPORTANT: Do not open attachments from unrecognized senders ***

I-019-001

The documents you attached to your comments (the nomination form) are printed in full in this document. Please refer to Chapters 1, 2, and 3 of the Historic Resources Section 106 Technical Report in support of the Environmental Assessment. Section 1.2 of this report discusses the viaduct as eligible for listing in the NRHP. The viaduct is also included in the project's Area of Potential Effects (APE) as shown in Chapter 2, Exhibit 2-1 as a landmark facility that is eligible for listing in the NRHP.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet -

ALASKAN WAY VIADUCT
KING COUNTY, WASHINGTON

Section number 7 Page 1 of 2

Narrative Description

The concrete-and-steel Alaskan Way Viaduct is one of only two through routes carrying north-south traffic around downtown Seattle. The viaduct begins just south of South Holgate Street and extends north to the south portal of the Battery Street Tunnel. It is located west of Interstate Route 5 (I-5), between downtown Seattle and Elliott Bay. Just to the east are the Pioneer Square historic district, two professional sport stadiums, and Seattle's Pike Place Market. To the immediate west is the Seattle waterfront, with the Coleman Dock ferry terminal and wharves lining Elliott Bay. Just to the north of Holgate Street the viaduct becomes a double-deck structure with northbound traffic on the upper deck and southbound traffic on the lower one.

At 11,156 feet in total length, the Alaskan Way Viaduct is a complex structure supported on pile foundations extending through the waterfront's random, non-structural fill and tideflat deposits to underlying dense soil. Starting at the north end, the first 0.4 mile of the viaduct consists of either single or separated single-deck structures carrying the northbound and southbound lanes. Near Pike Place Market, the viaduct then transitions to a double-deck cross-section, with the southbound lanes on the lower deck and the northbound lanes on the upper deck. This configuration extends to the south for about 1.5 miles. In the southerly 0.2 mile, the viaduct reverts to a single structure carrying the northbound lanes, as the alignment of the southbound lanes moves to the west, from their location under the northbound lanes, to a new alignment. At several locations along the length of the viaduct, ramps are provided for local access.

The northerly 1,650 feet of the viaduct is carried by a series of three-span units of continuous reinforced concrete t-beam spans, each from 30 to 40 feet in length. Pier supports are multiple concrete columns on individual pile-supported footings. At this point four wide-flange steel girder spans, varying in length with a maximum span of 65 feet, support a reinforced concrete roadway slab over the railroad tracks below. Piers for these spans are transversely braced steel columns supported on individual concrete pedestals resting on pile-supported footings. The viaduct continues to the south with another series of three-span units of continuous reinforced concrete t-beam spans. The spans rest on multiple concrete columns resting on individual pile-supported footings, until the structure begins its transition into a double-deck configuration.

The one and one-half miles of double-deck structure have two similar yet different configurations, related to the origin of their design either by the city or the state. The basic configuration is a series of continuous three-span units, having spans in the range of 60 to 75 feet, with a unit length of 180 to 225 feet. Supporting piers are concrete frames, with either square or rectangular columns on each side of the roadway, and deep crossbeams at the top of the columns and below the lower roadway. The primary longitudinal supports for the spans are 7-foot-deep by 1 foot 7-1/2 inch-wide exterior girders rigidly connected to the pier columns.

The double-deck portions of the bridge designed by the Washington State Department of Transportation provide four or five smaller longitudinal beams equally spaced between the exterior girders. These beams are supported on concrete crossbeams at each pier and by floor beams located at the third points within each span. This system supports the reinforced concrete roadway slab and traffic above. The double-deck spans designed by the City of Seattle's Engineering Department are similar except that three longitudinal beams are provided between the exterior girders: a shallow beam at the center and two deep beams, haunched at the pier crossbeam at the quarter points between exterior girders. All pier frame columns are supported on individual footings founded on deep piles. Along the length of the double-deck portion, pier frames have been extended as outriggers where needed to accommodate ramps, roadway transitions or obstacles in the landscape below.

To the south of the double-deck spans the state-designed longitudinal supporting system continues for the northbound lanes with two four-span continuous units, while the southbound lanes shift to the west from below the northbound lanes to a separate ground-level alignment. The northbound lanes continue for an additional 454 feet as

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet -

ALASKAN WAY VIADUCT
KING COUNTY, WASHINGTON

Section number 7 Page 2 of 2

an elevated structure on a series of 15 short, reinforced concrete, pile-supported slab spans enclosed within side walls, and end with an at-grade abutment support.

Integrity

The viaduct has retained all of its structural integrity since the first unit was opened to traffic in 1953. The magnitude 6.8 Nisqually earthquake of 2001 caused settlement of the supporting earth and structural damage to one column near the Colman ferry dock, requiring monitoring. That column was repaired in 2008.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet -

ALASKAN WAY VIADUCT
KING COUNTY, WASHINGTON

Section number 8 Page 1 of 6

Narrative Statement of Significance

The Alaskan Way Viaduct is eligible for listing in the National Register of Historic Places under Criterion A for its association with bridge building in Washington in the 1950s. Also noteworthy is the association that the structure has had in the long history and development of the Seattle waterfront to the west, and of the Pioneer Square Historic District to the east. It also is eligible under Criterion C for its type, period, materials and methods of construction.

The significant engineering feature of the Alaskan Way Viaduct is its one-and-a-half mile long double-deck configuration. This was the first double-deck bridge constructed in Washington state and is the only bridge in the state with its particular concrete double-deck multi-span design configuration. The double-deck portion of the viaduct has two separate designs. The northerly section was designed by the City of Seattle, while the southerly section was designed by the Washington State Department of Highways. In their designs the two agencies selected different member geometrics and reinforcement details.

Historic Context

Seattle's waterfront always has been of primary importance to the community. It was along this waterfront, nearly 150 years ago, that the first homes and business enterprises of a new village huddled. As the village grew, the waterfront developed in a scattered and irregular fashion. This created a complex problem for those attending the Constitutional Convention in 1888-89 to frame a constitution for the new state of Washington. The convention declared that all lands over which the tide ebbed and flowed and all lands up to high water within the banks of all navigable rivers and lakes belonged to the state. Further stipulations included that the state had jurisdiction over the waterfronts of all incorporated cities and towns.¹

As a result, in 1890 the Washington State Harbor Line Commission was set up "to locate and establish harbor lines in the navigable waters of all harbors, estuaries, bays, and inlets of this state, wherever such navigable waters lie within or in front of the corporate limits of any city, or within one mile thereof upon either side."²

The commission soon surveyed and established the City of Seattle's harbor lines. R.H. Thompson, city engineer at the time, ruled that all wharves and piers should be erected along straight parallel lines, extending from southeast to northwest, affording vessels a direct course from the entrance of Elliott Bay to alongside each dock. Reconstruction of many wharves and piers was required, drawing angry protests from dock owners. Thus, thanks to the foresight of those early lawmakers and engineers, Seattle's waterfront had its first facelift with the orderly alignment of its piers and wharves.

By 1913, as the young city expanded and grew, the waterfront spread further along the bay both north and south, and a sea wall was built from Madison Street south to Yesler. From 1935 to 1938, the sea wall was extended north from Madison to Bay Street, at a cost of \$3 million. This was a lot of money for its day where top pay was \$1.20 per hour. All work was done by labor hired directly from the city engineer's office. No contractors were

¹ Kay Conger, "Alaskan Way Viaduct Opened to Traffic," Washington State Department of Highways, Highway

News, Vol. 2, Number 11, May 1953, 2-4.

² Washington State Constitution, Article XV, Section 1

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet -

ALASKAN WAY VIADUCT
KING COUNTY, WASHINGTON

Section number 8 Page 2 of 6

involved in this work. The sea wall project included placing random, non-structural fill into the area between the wall and the road. Prior to this construction, the area between the road called Alaskan Way and the docks had nothing more than planking laid over pilings.³

The conception of the Alaskan Way Viaduct has been credited to J.W.A. Bollong, the city's first traffic engineer. Bollong designed the first electrically controlled traffic signal in Seattle, installed at Fourth Avenue South and South Jackson Street on April 1, 1924. After visiting several cities and studying their solutions to traffic congestion, Bollong recommended to Mayor Bertha Landes (1926-28) that Railroad Avenue be redeveloped into a double-deck elevated highway. In his proposal, the bottom deck would be dedicated to the movement of freight and business between the city and the piers, while the upper level would be split between traffic and parking. As Bollong envisioned it, the double-decked elevated highway, which would begin north of King Street, would connect with the Pacific Highway via First Avenue South and East Marginal Way, and its north end would join Battery Street.⁴

The next city engineer, Chester Morse, shared Bollong's vision and in the spring of 1927 described the double-decked highway as running from Yesler to Stewart and then continuing northeast to First Avenue at Battery Street. Morse and the Seattle City Council were asked by the Associated Central Business Properties, Inc., to study the plan for the elevated roadway as a way to connect the Pacific Highway between Everett and Tacoma, and more importantly, to relieve congestion in Seattle's central business district by removing "nuisance traffic," heavy haul trucks and delivery cars. The project was estimated to cost approximately \$626,000 for construction and less than \$400,000 in right-of-way acquisition from Stewart Street to First and Blanchard.⁵ The financial difficulties of the Depression necessitated putting the proposed project on a back burner once again.

In 1934, Ray M. Murray, then an engineer employed by the State Department of Highways, laid out a proposed route on a Shell Oil Company map. Murray had earlier guided the Aurora Bridge through its location, design and construction, as well as the development of Aurora Avenue as the route of Primary State Highway 1 in Seattle.⁶ His route was very similar to the route proposed by Chester Morse. Later in that decade, V.C. Cousins, then Seattle Traffic and Safety Council chairman, cited the viaduct idea as a way to divert non-stop traffic around the central business district.⁷

The idea of the double-decker bypass never went away as the traffic congestion in the city grew worse with each passing year. According to a 1938 traffic survey, in a 12-hour period more than 210,000 vehicles entered and

³ Conger 2-5.

⁴ Paul Dorpat, Seattle Waterfront – An Illustrated History (Seattle: June 2005) 209

⁵ Dorpat 210-211, Figure 408.

⁶ P.C. Leonard, "The Inside Story of the Alaskan Way Viaduct and Other Tales," Highway News, Washington State

Department of Highways, May 1953: 4-5.

⁷ Dorpat 211.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet -

ALASKAN WAY VIADUCT
KING COUNTY, WASHINGTON

Section number 8 Page 3 of 6

left the city west of Eighth Avenue between Jackson Street and Lenora Street. The numbers indicated a significant increase in traffic since 1922 and a need to ease congestion within the city.⁸

Finally, in 1945 Mayor William F. Devin called for construction of a six-lane concrete and steel viaduct over Alaskan Way to facilitate north-south travel through the city. The proposed solution was studied, and the resulting origin-destination traffic survey, published in 1947, recommended construction of not only the Alaskan Way Viaduct but a second large north-south expressway. Architect Joshua H. Vogel supported the idea of the viaduct as a scenic route that would attract tourists.⁹

In 1946, engineer Murray was loaned by the State Highway Department to the City of Seattle Engineering Department as a design consultant, and the project was underway. It is interesting to note that the final route of the Viaduct bore a striking resemblance to the route laid out by Morse in 1927 and Murray in 1934. Only the northern tunnel terminus had changed, from Wall Street on the 1934 map to the selected site at Battery Street. Also noteworthy is the fact that this project had no organized opposition. Citizens and government officials agreed that this was the route to take through the city.¹⁰

In keeping with the urban highway design practices of the time, the Viaduct was designed as a by-pass route to channel traffic flow around the city's downtown rather than into it. Seattle's constricted hourglass shape and the flow of traffic between the northern suburbs and the southern industrial area further supported this objective.¹¹ In fact, the Viaduct became the primary north-south corridor through Seattle prior to the opening of Interstate 5 in the late 1960s.

The Viaduct follows the route of numerous railroad lines that once ran along the Seattle waterfront. Railroad interests monopolized the waterfront soon after the town was established. Although passenger traffic came and went through railroad stations in the hearts of Seattle, eventually settling into the southern edge of the commercial district, Railroad Avenue was the primary artery for freight traffic. After World War II, as Seattleites relied less and less on the railroads, the tracks on Railroad Avenue had relatively little traffic. They became bleak and dirty reminders of another transportation age, and occupied premium space for a streamlined corridor for automobiles.¹² During the heyday of rail, the railroad tracks were obstacles to pedestrian access to the waterfront; the Viaduct's above-grade design enabled people to walk under the structure to access the waterfront, without an interruption in traffic flow.

⁸ Myra L. Phelps, *Public Works in Seattle, A Narrative History, The Engineering Department 1875-1975* (Seattle: Kingsport Press, 1978) 112.

⁹ Dorpat 211.

¹⁰ Leonard 4-5.

¹¹ Phelps 112.

¹² Heather M. MacIntosh, "First stage of Seattle's Alaskan Way Viaduct is completed on April 4, 1953."

[HistoryLink.org Essay 1691](http://www.historylink.org/essays/output.cfm?file_id=1691), 29 September 1999, 7 August 2008 <http://www.historylink.org/essays/output.cfm?file_id=1691>

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet -

ALASKAN WAY VIADUCT
KING COUNTY, WASHINGTON

Section number 8 Page 4 of 6

The multi-million dollar project was funded by the Bureau of Public Roads, the State Highway Department, and the City of Seattle. Much of the City of Seattle's cost covered design work, right-of-way acquisition and engineering costs.¹³ Because of the length of the project, design and construction were divided into three sections, called schedules B through D. The schedules were as follows:

Schedule B: Project extending from Battery Street south to Pike Street, designed by the Seattle City Engineering Department, Ralph W. Finke, City Engineer.

Schedule C: Project extending from Pike Street south to King Street, designed by The Seattle City Engineering Department, Ralph W. Finke, City Engineer.

Schedule D: Project extending from King Street to Railroad Way, designed by the Bridge Division of the State Department of Highways, George Stevens, Chief Bridge Engineer.

All contracts were to be advertised, awarded and administered by the State Department of Highways.

There also was a Schedule A, a tunnel to connect the double-decked highway to Aurora Avenue to the north, a project that was completed in July 1954. This provided a direct connection between the completed portions of the Viaduct on the south and State Route 99 (Aurora Avenue) to the north, affording much relief to cross-town traffic.

On December 28, 1949, the construction phase of the project began when a contract for Schedule B work was awarded to MacRae Brothers of Seattle for a cost of \$1.194 million. Work on this contract was complete on July 26, 1951. A contract for Schedule C work had been awarded on January 16, 1951, to Morrison-Knudsen Company of Seattle for a cost of \$3.691 million. As work progressed on that part of the project, a contract was awarded on November 14, 1951, to MacRae Brothers of Seattle for construction of Schedule D for \$1.064 million.¹⁴

By the summer of 1952, work on the Schedule C project was complete. Opening for traffic also was ahead of schedule. Spectators were allowed on this double-deck portion of the Viaduct during the week of Seafair, Seattle's annual festival. Traffic was limited to pedestrians only. The upper deck, elevated 60 feet above the ground, offered an excellent view of the waterfront festivities and gave Seattleites a preview of the impressive structure built with their tax dollars.¹⁵

Contract work on the three projects had been completed and they were opened to local traffic on April 5, 1953. This portion was constructed for a total cost of \$5,987,000.

The opening ceremony celebration on April 4, 1953, was held on the northern end of the viaduct, behind the 116th Regiment Armory. The event featured performances by an orchestra supplied by waterfront restaurateur Ivar Haglund, dancing girls, and the Seattle Police Department color guard and drill team, and speeches by many dignitaries. Business leader D.K. MacDonald served as master of ceremonies. Mayor Allan Pomeroy cut the

¹³ Phelps 113.

¹⁴ Washington State Highway Contract Listing, 1949 to 1956.

¹⁵ Bill Lee, "Project Progress," Highway News, Washington State Department of Highways, September 1952: 8.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet -

ALASKAN WAY VIADUCT
KING COUNTY, WASHINGTON

Section number 8 Page 5 of 6

ceremonial ribbon with the aid of MacDonald and reigning Seafair Queen Iris Adams.¹⁶ The speed limit on the Viaduct was set at 45 miles per hour, with a 30 mile per hour limit set for the access ramps. From the moment that Seattle officials enthusiastically snipped the ceremonial ribbon, it took all of 18 minutes for the new roadway to experience "one of the worst traffic jams in Seattle history." At both ends of the Viaduct, cars were bumper to bumper, with the curious eager to test the double-deck waterfront thoroughfare.¹⁷ The following day the Seattle Post-Intelligencer reported: "The viaduct looms like a royal necklace across the bosom of the Queen City of the Pacific Northwest."¹⁸

Although the Schedule D project had provided a ramp at its southerly end connecting it to existing 1st Avenue South, the double-deck viaduct now terminated with a stub end at Railroad Way. By the end of 1954, the Bridge Division of the State Department of Highways had begun preparation of design plans for the southerly stretch of the Viaduct - from Railroad Way to just south of Holgate Street. This portion was to be let in two separate contracts. The state's chief bridge engineer, George Stevens, approved design plans for the first contract, the northerly 0.2-mile of the remainder of the project, on August 25, 1955. On October 5, 1955, the contract was awarded to Rumsey and Company from Seattle for a cost of \$728,000.

The final plans for the remainder of the Viaduct were approved on March 27, 1956. The work was awarded for construction to a joint venture of Morrison-Knudsen Company and Rumsey and Company on June 20, 1956, for a cost of \$2.827 million. The northerly 0.2 mile of the remaining work was completed by Rumsey on November 15, 1956. Morrison-Knudsen and Rumsey finished the south end of the project on August 26, 1958.¹⁹

The final extension of the project was opened on Thursday, September 3, 1959, in ceremonies held on the West Spokane Street overpass. There was a band, dignitaries, and the reigning Seafair Queen, Diane Gray, cut the ceremonial ribbon. The ceremonial first car on the extension, a white 1908 Buick convertible, was followed along the new extension by six more antique cars. At a luncheon following the event, William A. Bugge, state highway director, was named 1959 "Motorist Man of the Year" for his years of leadership in Washington state, including supervising the building of the Alaskan Way Viaduct, the Tacoma Narrows Bridge and other notable projects.²⁰

The opening of the last segment of the Viaduct marked the completion of the international West Coast Highway, linking Canada, the United States and Mexico.

¹⁶ Phil Dougherty, "Final phase of Seattle's Alaskan Way Viaduct opens to traffic on September 3, 1959."

[HistoryLink.org Essay 8127](http://www.historylink.org/Essay/8127), 1 April 2007, 3 August 2008 <http://www.historylink.org/essays/output.cfm?file_id=8127>

¹⁷ "Special Reports - Footnotes to the Decade 1950-1960," 3 December 1999, 7 August 2008

<<http://seattlepi.nwsource.com/century/not203.shtml>>

¹⁸ Dougherty

¹⁹ [Twenty-Seventh Biennial Report 1956-58](#), Washington State Highway Commission, 124-125.

²⁰ Dougherty

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet -

ALASKAN WAY VIADUCT
KING COUNTY, WASHINGTON

Section number 8 Page 6 of 6

The designers of the viaduct had included provisions for four future access ramps. By the 1960s, the desire for a route to bypass the central business district had shifted to a need for an expressway serving the downtown core. Eventually, two downtown access ramps were added – in 1961, an “off” ramp at Seneca Street and in 1966, an “on” ramp at Columbia Street. Funding for both ramps came from a 1960 bond issue and from 1954 arterial bonds. The other two access ramps never were built, although the stubbed-out access points remain to this day.²¹

Throughout its history the Viaduct has supported Seattle’s waterfront industries. Its construction and unique design did not adversely affect the working wharves to its west. As a north-south connector from Ballard to Boeing Field, the viaduct has been a critical link in transporting marine fuel from the depots in the south end to the fishing fleet at Ballard’s Fisherman’s Terminal and in rushing freshly caught seafood from the terminal to market.

Since its construction, the Viaduct has experienced two major earthquakes firsthand: the 1965 magnitude 6.5 Seattle earthquake, centered some 15 miles from the viaduct, and the 2001 magnitude 6.8 Nisqually earthquake, centered slightly more than 50 miles to the south. Prior to construction of the Viaduct the area experienced a 7.2 magnitude earthquake centered in Olympia, 60 miles to the south, in 1949. Liquefaction damage recorded in the Seattle waterfront area after the 1949 and 1965 events was relatively minor. Virtually no damage to the Viaduct was recorded following the 1965 event.

Criteria Considerations and Period of Significance

The Alaskan Way Viaduct meets the requirements for listing on the National Register in accordance with Criteria A and C. It was the only north-south expressway through Seattle at a time when automobiles were increasing in popularity and traffic congestion was increasing accordingly, and it remains one of only two north-south expressways through Seattle, handling approximately 110,000 vehicle trips per day. The reinforced concrete and steel structure has a distinctive three-span, double-deck configuration with open railing, and is unique in Washington state for its design.

The period of significance for the Alaskan Way Viaduct has been defined here as beginning in 1953, the year the first sections opened to the motoring public, and continuing through 1959, when the final extension of the Viaduct opened.

²¹ Phelps 114.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet -

ALASKAN WAY VIADUCT
KING COUNTY, WASHINGTON

Section number 9 Page 1 of 1

Major Bibliographical References

- Conger, Kay. "Alaskan Way Viaduct Opened to Traffic." Highway News. 2-11 Washington State Department of Highways
May 1953: 2-4.
- Dorpat, Paul. Seattle Waterfront - An Illustrated History. Seattle: June 2005.
- Dougherty, Phil. "Final phase of Seattle's Alaskan Way Viaduct opens to traffic on September 3, 1959." HistoryLink.org Essay
8127. 2007. History Ink. 3 August 2008 <http://www.historylink.org/essays/output.cfm?file_id=8127>
- George, Oscar R. "Bob". National Register of Historic Places Registration Form No. 42418. submitted by Washington State
Department of Transportation / Environmental Affairs Office. 30 June 2001.
- Leonard, P.C. "The Inside Story of the Alaskan Way Viaduct and Other Tales." Highway News. 2-11 Washington State
Department of Highways May 1953: 4-5.
- MacIntosh, Heather M. "First stage of Seattle's Alaskan Way Viaduct is completed on April 4, 1953." HistoryLink.org Essay
1691. 1999. 7 August 2008 <http://www.historylink.org/essays/output.cfm?file_id=1691>
- Phelps, Myra L. Public Works in Seattle, A Narrative History, The Engineering Department 1875-1975. Seattle, WA:
Kingsport Press, 1978.
- "Special Reports - Footnotes to the Decade 1950-1960," Seattle Post-Intelligencer, 1999. 7 August 2008
<<http://seattlepi.nwsource.com/century/notes03.shtml>>
- Washington State Highway Commission. Twenty-Seventh Biennial Report 1956-58.
- Washington State Constitution, Article XV, Section 1
- Washington State Highway Contract Listing, 1949 to 1956.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet -

ALASKAN WAY VIADUCT
KING COUNTY, WASHINGTON

Section number 10 Page 1 of 1

Verbal Boundary Description

Longitudinal Boundaries: The south end of the nominated property begins at the pavement seats (Northbound and Southbound structures) just south of the Alaskan Way and S. Holgate Street intersection. The Alaskan Way Viaduct continues north to the south portal of the Battery Street Tunnel.

Lateral Boundaries: Boundaries extend to the edges of the structures.

Verbal Boundary Justification

With the exception of the two access ramps added in the 1960s, the boundaries of the elevated portions of the Alaskan Way Viaduct have been unchanged since its construction in 1953-1958.