Welcome

In early 2019, work will begin to remove the Alaskan Way Viaduct, close and fill the Battery Street Tunnel, and rebuild three blocks of Aurora Avenue North. WSDOT and Kiewit, the contractor conducting the work, are hosting these neighborhood drop-in sessions to:

- **Share** expected work methods, schedule and impacts for each part of the project.
- **Introduce** you to members of the project team who can answer your questions.
- **Offer** ways you can **stay informed** and reach us during the work.

### Contact Information

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#Realign99

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1-888-AWV-LINE (298-5463)
Project overview

After the SR 99 tunnel opens in early 2019, WSDOT can begin removing the stretch of old SR 99 bypassed by the new tunnel. The project includes removing the viaduct, filling and sealing the Battery Street Tunnel, and restoring and reconnecting Aurora Avenue North near the tunnel’s north portal.

Viaduct removal
The viaduct along Seattle’s waterfront will be removed to make way for a new Alaskan Way surface street and other improvements. This project will help transform Seattle's waterfront while removing the seismically vulnerable structure from our highway system.

Filling and sealing the Battery Street Tunnel
Crews will remove utility and mechanical systems from the Battery Street Tunnel, seal the entrances, and fill the tunnel. The work will also include some restoration and pedestrian improvements to Battery Street above the tunnel.

North surface street connections
The streets that have been cut off by SR 99 – Harrison, Thomas and John streets – will be reconnected east-west, as part of rebuilding Aurora Avenue North between Harrison Street and Denny Way.
Removing the viaduct

Why remove the viaduct
The Alaskan Way Viaduct was built in the 1950s and was damaged in the 2001 Nisqually Earthquake. While it has been strengthened and is safe for daily use, it remains seismically vulnerable. The viaduct’s role in moving people into and through downtown Seattle will be replaced by the new SR 99 tunnel and a new Alaskan Way surface street built once the viaduct is gone.

Project goals
Removing such a structure will be unavoidably disruptive. WSDOT’s primary goal is to remove the viaduct safely and with as little disruption as possible to nearby people, property and businesses. Kiewit will follow a variety of standards and best practices as they design and conduct the work, which is expected to take approximately six months.

Scope of work
• Shift Alaskan Way west, out from beneath the viaduct (completed October 2018).
• Remove the viaduct from South Dearborn Street to the Battery Street Tunnel.
• Remove the Columbia Street and Seneca Street ramps.
• Build a new, temporary pedestrian bridge over Alaskan Way to Colman Dock.
• Hand over space to the City of Seattle for rebuilding Alaskan Way along the waterfront.

Viaduct removal will begin after the new SR 99 tunnel opens to drivers, currently scheduled for early 2019.
Removing the viaduct, continued

Method of work:

First, crews will fence off the immediate area and complete prep work and staging.

Next, crews will use impact hammers to remove the roadway deck.

Next, large hydraulic munchers will remove the girders and columns that support the deck. In some places, crews will sawcut pieces of the viaduct and lift them away with cranes.

Crews will then remove the lower deck following the same process as described above.

Finally, crews will remove the viaduct's foundations, in some places to five feet below grade, and restore the site.

Viaduct removal will occur at multiple locations at once.

The viaduct will be removed one frame at a time. Most frames will be prepped, demolished and cleared within 30 days, following the sequence below:

A. Remove deck (the loudest work)
B. Remove stringers, floorbeams, and girders
C. Remove columns (to the level below)
D. Remove deck
E. Remove stringers, floorbeams, and girders
F. Remove columns
G. Remove foundations

As the top deck is removed, the rubble falls to the lower deck, and then is removed and trucked away.

After the lower deck is removed, the rubble is hauled away by truck for off-site sorting and recycling.

Side view of the span removal process. A span is a section of the viaduct between columns. One frame is typically made up of three spans.

Removing the Seneca and Columbia ramps

Removing the Columbia Street and Seneca Street ramps will be a slightly different process. Crews will use small excavators to remove the bridge deck, then forklifts and cranes to remove girders one-by-one. Material from the ramp structures will be lowered to the ground and hauled away.
Access to Colman Dock during viaduct removal

Throughout construction, access to the Colman Dock ferry terminal will be maintained for drivers, pedestrians and bicyclists whenever the terminal is open.

During viaduct removal, Kiewit will construct a temporary pedestrian bridge along Columbia Street. This bridge will connect to Colman Dock via Columbia Street, turning onto Western Avenue, where it will connect to the existing Marion Street Bridge. A portion of the existing bridge will be removed during viaduct removal.

Building the new temporary bridge is expected to take up to four months. There may be a gap of up to 14 days between the closing of the current bridge and the opening of the new one. In that event, an ADA-accessible route would be provided to and from Colman Dock.

The temporary bridge will be in place until a permanent bridge opens in conjunction with the end of Colman Dock construction in early 2023.
Keeping people moving during viaduct removal

Kiewit will remove the viaduct as shown on the sequencing map below. Each rectangular segment represents a viaduct frame that will be completely removed before crews advance to the next frame. Crews will do prep work ahead of active demolition and will finish with site restoration.

Our commitments to you:

- Lane closures will occur only in immediate proximity to active construction.
- One lane of Alaskan Way will be open in each direction adjacent to active construction. Elsewhere, two lanes will be open in each direction.
- Marion and Spring streets will not be closed at the same time.
- Madison and Columbia streets will not be closed at the same time.
- No more than three adjacent cross-streets will be closed at a time, with up to six cross-streets closed throughout the entire alignment.
- Temporary building and parking access restrictions according to previously negotiated Temporary Construction Easements.
- An ADA-accessible detour route will be provided during the Marion Street Pedestrian Bridge closure.
- A 24/7 two-way ADA shuttle will be available between Western Avenue and Alaskan Way during the closure of the Lenora Street Pedestrian Bridge.
Minimizing impacts during viaduct removal

Removing a highway in an urban area is unavoidably disruptive. WSDOT and Kiewit's goals are to complete the work safely and quickly while reducing disruption whenever possible.

Protecting buildings, infrastructure, and utilities

- Kiewit will enclose active construction areas with fencing.
- When working in close proximity to buildings, Kiewit will use temporary barriers and heavy nets to contain debris.
- Debris containment materials will not be attached to buildings.
- Trees will be protected with ecology blocks and protective wrapping.
- Temporary building and parking access restrictions will be in effect according to previously negotiated Temporary Construction Easements.

Dust

- Water misting will be used to control dust during all viaduct removal activities. Runoff water from this activity will be collected and tested before being discharged to the sanitary sewer.

Light and vibration

- If lighting is needed during work hours, it will face the project site and be shielded to minimize its impact on nearby residents and businesses. Lights will be used only during active operations.
- Vibration monitors will be placed along the alignment during vibration-producing activities.

We’ll maintain a 24-hour noise hotline during construction at 1-888-AWV-LINE (298-5463).
Minimizing impacts during viaduct removal, continued

We will maintain a 24-hour noise hotline during construction at 1-888-AWV-LINE (298-5463).

Noise
- Seven stationary noise monitors will be placed at different locations along the alignment. During night work, crews will also use a portable monitor.
- Electronic systems will collect data from noise monitors and will automatically alert superintendents when crews approach or exceed noise limits.
- A noise inspector will be on site during night work to ensure noise mitigation commitments are maintained, and to investigate hotline concerns about noise.
- Typical noisiest work hours:
  - 7 a.m. to 8 p.m. weekdays
  - 9 a.m. to 8 p.m. Saturdays
  - 9 a.m. to 5 p.m. Sundays and holidays

Hazardous Materials
- If hazardous materials are encountered, crews will secure the work site and contain the materials within.
- Any soil believed to be hazardous will be tested, analyzed, and disposed of at an off-site hazmat facility.
- Materials suspected of containing lead or asbestos will be tested as required.
Filling and sealing the Battery Street Tunnel

Why close the Battery Street Tunnel
The Battery Street Tunnel was built in the 1950s and, like the Alaskan Way Viaduct, is seismically vulnerable. Any new or continued use of the tunnel would require prohibitively expensive renovations. Closing the Battery Street Tunnel also allows WSDOT to rebuild the three-block stretch of Aurora Avenue at the tunnel’s north end, improving east-west mobility in that neighborhood.

Work will begin shortly after the SR 99 tunnel opens to drivers, and is expected to conclude in late 2020.

Scope of work
- Decommission and remove the tunnel’s utility and mechanical systems.
- Remove hazardous materials from the tunnel.
- Fill the tunnel and seal its entrances.
- Restore parts of Battery Street, including sidewalk improvements, new curb ramps, street lighting, and other pedestrian improvements.
Impacts of decommissioning the Battery Street Tunnel

During construction, please expect:

- Traffic lane restrictions and closures along Battery Street. Two lanes of traffic will be open during typical PM peak commutes, with up to 42 days of single-lane configuration and a limited number of night and weekend full closures.
- Staging of construction equipment at the south end of the tunnel.
- Temporary building and parking access restrictions according to previously negotiated Temporary Construction Easements.
- Increased truck activity on Battery Street and near the north and south portals.
- Typical construction impacts such as increased dust, noise, and vibration.
- Local sidewalk access maintained and possible short pedestrian detours.
- Majority of work will occur during the daytime with occasional night work.
- Water misting to reduce dust.
- Occasional temporary closures of cross-street traffic.
- Temporary parking restrictions on Battery Street and side streets for equipment staging.

Work areas may require short-term closures that impact one to two blocks at a time.
North surface streets connections

Overview
Filling and sealing the Battery Street Tunnel provides an opportunity to rebuild and reconnect three streets previously cut off by SR 99. Kiewit will rebuild Aurora Avenue North between Harrison Street and Denny Way, filling in the Battery Street Tunnel trench and reconnecting Harrison, Thomas and John streets east-west.

Work will begin shortly after the SR 99 tunnel opens to drivers, and is scheduled to conclude in mid-2020.

Scope of work
• Open Harrison Street east-west across Aurora Avenue North (after the SR 99 tunnel opens; timing to be determined).
• Fill in the trench approaching the Battery Street Tunnel.
• Rebuild Aurora Avenue North between Denny Way and Harrison Street, including dedicated transit lanes.
• Reconnect Thomas and John streets, compatible with future green street improvements on Thomas Street.
• Electrical duct bank, gas line and water line work.
• Paving, sidewalks, striping and landscaping.

Aerial view shows how SR 99 interrupts east-west streets

Rendering of rebuilt Aurora Avenue North approaching the SR 99 tunnel’s north portal
Impacts of North Surface Street work

During construction, please expect:

- Crews completing work in phases to maintain at least one lane of traffic in each direction on Aurora Avenue North.
- Concrete barriers separating travel lanes from work areas.
- Water misting to control dust.
- Temporary detours for people walking, biking, and driving.
- Temporary building and parking access restrictions according to previously negotiated Temporary Construction Easements.

- Work to be performed primarily during daytime hours to minimize noise impacts.
- Increased truck traffic while crews close and fill the north portal. This will require hundreds of truck trips to deposit embankment material.
- Typical construction impacts such as increased dust, noise, vibration, and truck activity.

Impact work will be limited to:
8 a.m. to 5 p.m. weekdays | 9 a.m. to 5 p.m. Saturdays | 9 a.m. to 5 p.m. Sundays and holidays

Aurora Avenue North conceptual channelization

- Transit lanes in both directions
- Signals at all intersections
- Limited roadwork on Denny Way and south of its intersection with Aurora Avenue
- Not shown: bus stations, Thomas Street bike infrastructure, landscaping
Three-week #Realign99 closure

When the new SR 99 tunnel is ready to open, travelers will experience the longest major highway closure the Puget Sound Region has ever seen. The closure, scheduled to begin on Jan. 11, 2019, will last for approximately three weeks while crews work to realign the highway into the tunnel. Once the connections have been made and the tunnel opens to the public, viaduct removal will begin.

Start making your plan

We will need everyone’s help during the closure to avoid gridlock. Commuters, employers, and those traveling through the Puget Sound region should start thinking now about how you can adjust your travel habits:

- Shift your travel time to avoid the busiest times on the roadway.
- Bike or walk to work or school.
- Start or join a carpool, vanpool or vanshare.
- Start a telecommute program for employees.
- Use transit, particularly light rail and King County Water Taxi.
- Stay off the road: work from home, postpone discretionary trips, take some time off if you can.
- Be prepared for your new route when the closure ends and the new tunnel opens.

Additional ramp closures

One week before closure

South end ramps that provide access to and from I-5 and I-90 close one week before the full closure.

One to two weeks after closure

After the new SR 99 tunnel opens the northbound off-ramp to downtown will remain closed for up to two weeks.