Big changes are coming to Seattle’s waterfront. After the new State Route 99 tunnel opens to traffic, the Alaskan Way Viaduct will be demolished. The Battery Street Tunnel will also be decommissioned, and Aurora Avenue North from Denny Street to Harrison Street rebuilt. This work is scheduled to take place in 2019 and 2020.

WSDOT’s primary goal is to demolish the viaduct safely and with as little disruption as possible to people, property and businesses around the viaduct. WSDOT will require the selected contractor to adhere to a variety of standards and best practices to ensure the viaduct is demolished safely and efficiently. The contractor is responsible for designing and completing the work.

**Effects of viaduct demolition**

The demolition work will involve noise, dust and light, and the contractor will adhere to best practices for controlling these effects. The contractor will be required to protect nearby buildings, infrastructure and utilities. We won’t know the specifics of those plans until the contractor is selected and develops plans for the work, but the contractor will have to meet certain preconditions.
Keeping people moving during viaduct demolition

WSDOT is committed to keeping people moving along the waterfront during viaduct demolition. Crews will demolish the viaduct in sections to minimize its effects on a given area and limit road closures. WSDOT’s commitment to keep people moving during viaduct demolition include the following:

• Maintaining strong coordination between WSDOT, the contractor and our partner agencies to minimize disruptions.
• Limiting cross-street closures to approximately 30 days.
• Shifting Alaskan Way out from beneath the viaduct prior to demolition.
• Keeping at least one lane of Alaskan Way open in each direction during demolition.
• Maintaining transit access into downtown Seattle.

More than a demolition project

Demolishing the viaduct is part of WSDOT’s environmental commitments and the largest element of this project. However, the winning contractor will also perform other important work as part of their contract with WSDOT.

The Battery Street Tunnel was built in the 1950s and, like the viaduct, is beyond its useful life and is seismically vulnerable. WSDOT will close and decommission the tunnel in order to meet its environmental commitments.

The north entrance of the new SR 99 tunnel will be located three blocks north of the Battery Street Tunnel’s north entrance. Because of this, WSDOT has an opportunity to rebuild and reconnect streets that were previously cut off by SR 99. Contractors will build new east-west connections across Aurora Avenue North at John, Thomas and Harrison streets. Harrison Street will open across Aurora Avenue North when the tunnel opens, while the John and Thomas street intersections will open by mid-2020.