



SR 99 - Alaskan Way Viaduct and Seawall Replacement

Status

August 2011

Viaduct to close for nine days this October. Starting in mid-to-late October, the viaduct will close for nine days as crews begin demolition of the viaduct's south end. [Learn more.](#)

Final Environmental Impact Statement

The Alaskan Way Viaduct Replacement Project's Final EIS is available online.

- Read the press release.
- Learn more about requesting a copy or commenting on the document. Comments must be received no later than 5 p.m. on Aug. 15.

Proposed SR 99 bored tunnel

- Hitachi Zosen selected to build boring machine.
- Project information: design, planning, cost and environmental review.
- Property owners along the tunnel route.
- Information for Western Building tenants.

Replacing the viaduct - S. Holgate Street to S. King Street construction

- What's happening now lists weekly closures.
- Downtown/SODO construction closures: Learn about other construction underway.
- Interactive simulation shows project construction stages from various angles.



Recent news

[Hitachi Zosen selected to build SR 99 tunnel boring machine](#)

[Ten years in the making: final environmental impact statement completed for Alaskan Way Viaduct replacement](#)

Photos

View our [Flickr collection](#). Other viaduct images are available in the [photo gallery](#).

The Alaskan Way Viaduct and Seawall Replacement Program includes projects led by WSDOT, King County, City of Seattle, and the Port of Seattle. WSDOT is responsible for replacing the double-deck viaduct, which is part of State Route 99. Seattle is managing the Elliott Bay seawall project.

The southern mile of the viaduct, between S. Holgate and S. King streets, is being replaced with a new side-by-side roadway that has wider lanes, meets current earthquake standards and improves 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 Federal Highway Administration (FHWA) in February 2009.

The Final Environmental Impact Statement for the viaduct's central waterfront replacement was released in July 2011. The document compares the preferred alternative - a bored tunnel - to cut-and-cover tunnel and elevated structure alternatives. FHWA, WSDOT and the City of Seattle identified a bored tunnel as the preferred alternative because it would



Looking south onto the Alaskan Way Viaduct.

minimize construction disruption, maintain a vital route for people and goods through downtown and improve the waterfront environment.

As part of the replacement program, WSDOT is making safety and mobility improvements in the corridor, and King County and the City of Seattle are planning transit, city street and waterfront improvements. Visit related projects to learn more.

Why is WSDOT pursuing this program?

The Alaskan Way Viaduct plays a major role in sustaining our economy and maintaining our citizens' ability to travel to and through Seattle. However, the viaduct, along with the adjacent seawall, is at risk of failure from earthquakes (with unacceptable risk to lives as well as property) and irreversible loss of use from age and deterioration. The structure must be replaced.

View a simulation (on YouTube, or watch Windows Media Player version) of what could happen to the viaduct if a strong earthquake were to shake the Puget Sound region.

We continue to monitor and inspect the viaduct as we move forward with its replacement. Crews also installed a system designed to automatically close the structure in the event of a moderate to severe earthquake.

Our Partners

This program is led by WSDOT in partnership with the Federal Highway Administration, King County, the City of Seattle and the Port of Seattle.

The End Result

The end result for this program will be the replacement of the Alaskan Way Viaduct and the Elliott Bay seawall.

Project Benefits

- **Safety.** We will create safe, seismically sound replacement structures for the viaduct and seawall.
- **Traffic.** Improvements to SR 99, city streets and transit would provide capacity in the transportation system for today and the future and improve access and mobility to and through downtown Seattle.

What is the project timeline?

We completed our first project - column safety repairs - in 2008, and crews moved electrical lines off of the southern mile of the viaduct in 2009.

Construction is underway to replace the south end of the viaduct between S. Holgate and S. King streets.

Construction on the replacement for the viaduct's central waterfront section is expected to begin in late 2011. Visit the program timeline for more information.

Financial Information

The Alaskan Way Viaduct replacement projects are estimated to cost \$3.1 billion.

Alaskan Way Viaduct replacement projects	Governor's Proposed 2011 Budget (millions)*
S. Holgate Street to S. King Street (aka south end) viaduct replacement	\$394.8
S. King Street to Battery Street (aka central) viaduct replacement - proposed SR 99 bored tunnel	\$1,960.7
Central waterfront viaduct removal and new Alaskan Way	\$290.0
Central waterfront construction mitigation	\$30.0
Program management	\$75.0
Other Moving Forward projects:	\$187.2
- Column safety repairs	
- Electrical line relocation	
- Battery Street Tunnel repairs	
- Construction mitigation for south end viaduct replacement	
Prior Environmental Impact Statement, right of way and design costs	\$163.7
Total	\$3,101.4

*All costs are in year of expenditure dollars.

In 2010 Governor Gregoire established a Program Oversight Committee to serve as a single point of accountability for cost and schedule issues related to the Alaskan Way Viaduct and Seawall Replacement Program.

State funding

The viaduct replacement projects have \$2.4 billion in committed funding from the state gas tax and federal sources.

Governor's Proposed 2011 Budget:

- 2005 Gas Tax (Partnership Funding) - \$1,503.7 million
- 2003 Gas Tax (Nickel Funding) - \$211.8 million
- Other state transportation funds - \$210.4 million
- Federal funds - \$468.3 million
- Local funding - \$7.3 million

To fill the funding gap, the 2009 Legislature stated the finance plan must include no more than \$400 million in toll funding.

The Port of Seattle also committed \$300 million to the replacement program. In April 2010 Governor Gregoire signed an agreement with the Port for this funding.

How can I get more information?

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