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For information regarding content related issues content, please email or call the Project Hotline at 206-269-4421

SR 99 - Alaskan Way Viaduct & Seattle Seawall Replacement Project

Urgent Need, Unique Opportunity
We face an urgent need to rebuild the 50-year old Alaskan Way Viaduct and 69-year old waterfront seawall.

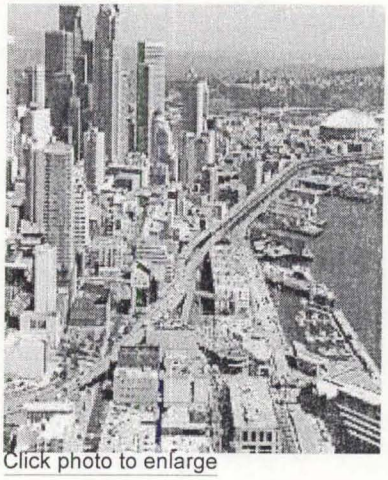
Experts say there is a one-in-twenty chance that an earthquake could permanently close the viaduct in the next ten years. An earthquake could cause the seawall to fail as well. The seawall supports Alaskan Way and fill soil underneath the viaduct. Failure could lead to permanent damage to the viaduct and Alaskan Way, as well as adjacent property and buildings.

Playing a critical role in our transportation system, the viaduct carries 110,000 vehicles each day - one quarter of the north-south traffic through downtown Seattle. It was originally built to carry 65,000 vehicles per day. Congestion following the 2001 Nisqually Earthquake made clear this is a critical route.

In addition to maintaining capacity for traffic, opportunities for other improvements are part of the project. Improving pedestrian and vehicle access to the waterfront and downtown, improving freight mobility to cargo terminals, and reconnecting the street grid over Aurora in the Seattle Center area are being considered.

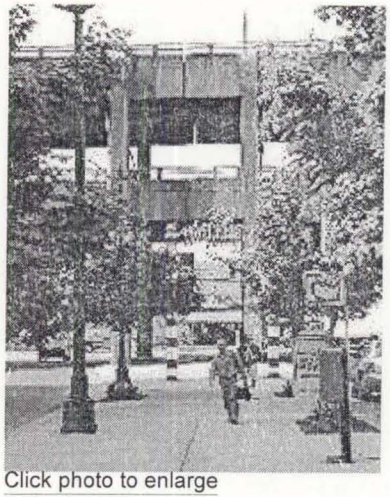
The Washington State Department of Transportation (WSDOT), City of Seattle (City), and Federal Highway Administration (FHWA) have joined together to lead this project. Together, they will decide on a plan to replace the viaduct and seawall, with advice from the Leadership Group and natural resource agencies. Washington State Ferries, Port of Seattle, and other entities are also involved.

Above



Click photo to enlarge

Below



Click photo to enlarge

Project Update:
July 2003

What Happens to Traffic if the Viaduct is No Longer Usable?
WSDOT, through computer modeling, estimates that if the viaduct is no longer usable due to an earthquake, travel time through downtown Seattle area will double. The likely effect will be total gridlock. The gridlock formed on downtown streets will back up on to 5 ramps, and reduce I-5 travel speed through downtown Seattle from 20-25 miles/hour 10-15 miles/hour during the afternoon rush hour. This in turn, will affect traffic on I-405 and other roads. The traveling public will encounter an additional 15,400 hours of delay during rush hour each day. The sooner the structure is replaced, the less likely this will happen.

To learn more about WSDOT's congestion relief efforts visit WSDOT's Congestion Relie site.

Communication Center
Replacing the viaduct and seawall offers many opportunities for your involvement. This includes public meetings and workshops, community briefings, information materials, an this website. If you would like to schedule a presentation or share your ideas with us, please contact us.

Environmental streamlining in action
Both WSDOT and the City are committed to environmental stewardship, such as better management of stormwater runoff for the benefit of salmon and other marine species. The project will protect public health and safety while meeting all environmental requirements in the most expeditious possible manner. To move quickly, WSDOT and the City have requested to be a participant in a new law passed by the Legislature last year, which will streamline environmental review.

Financial Information
Many sources are providing funding for the design of viaduct and seawall replacement plans. In 2003, the Washington State Legislature passed a nickel-funding package, which raised $177 million for this project. Other funding has come from the City of Seatt ($5 million), Puget Sound Regional Council ($1.2 million), the Corps of Engineers ($100,000), and the federal 2003 budget ($2 million). This funding means project development can be completed and some early construction work can begin. Additional funding will be needed to begin major construction.

In July 2003, WSDOT released updated cost estimate ranges for the plans being considered to replace the viaduct and seawall. These updated estimates reflect new information about the plans and take into account risks and opportunities that may affec cost or schedule. For more information about the Cost Estimate Validation Process and the cost estimate ranges, please visit the CEVP website.

Government-to-government tribal consultation process
Government-to-government consultation has been initiated between FHWA (on behalf o WSDOT) and the Muckleshoot, Tulalip, Duwamish, Snoqualmie, Suquamish, Yakama Nation, and Kikiallus tribes. Coordination with the tribes will continue directly with WSDOT throughout the project.

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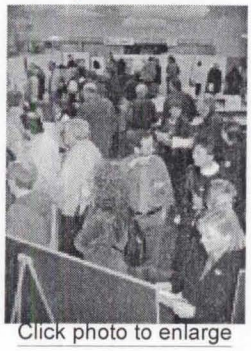
SR 99 - Alaskan Way Viaduct & Seattle Seawall Replacement Project

WSDOT and the City of Seattle are committed to listening to you about this important project.

This one-stop communications center is your resource area for communicating with the project team. Choose from several ways to get involved in the project:

Open House



Click photo to enlarge

- **Open Houses**: Please come review design plans and listen to a presentation on ideas and opportunities changing the face of the waterfront. Project team members will be on hand to discuss the design plans and answer your questions. If you cannot make it to the open house, additional opportunities for your input are identified below.
  - The project library stores all the open house materials for this project.
  - Read the most recent public comment summary (Adobe Acrobat PDF)
- **Survey and Comment Form**: Fill out our feedback survey and tell us how you use the Alaskan Way Viaduct, providing comments if you wish. Or, provide general comments about the project using our comment form.
- **Community Briefings**: We're in your neighborhood often - at your local chambe of commerce, neighborhood association, or interest group. Check out the curren calendar of community briefings by looking at the Project Calendar. If you'd like t schedule a briefing, send us an e-mail at viaduct@wsdot.wa.gov.
- **Fact Sheets**: We're listening to your requests to learn about specific and comple issues linked with this project. Fact sheets are being developed throughout the process to address a range of issues. We are also providing general project information in factsheets translated into other languages including Spanish and Chinese.
- **Project Hotline**: Want to leave us a voice message and hear about upcoming events? Call our project hotline at 206-269-4421.

For information regarding content related issues content, please email or call the Project Hotline at 206-269-4421

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Current Plans

WSDOT and the City of Seattle have further developed three plans for replacing and rebuilding the viaduct and seawall along Alaskan Way. These current plans focus the potential improvements on the highest risk areas along the central waterfront. WSDOT and the City are also considering an at-grade concept. More information about this concept will be provided as it is developed.

Please look at these plans and give us your comments.

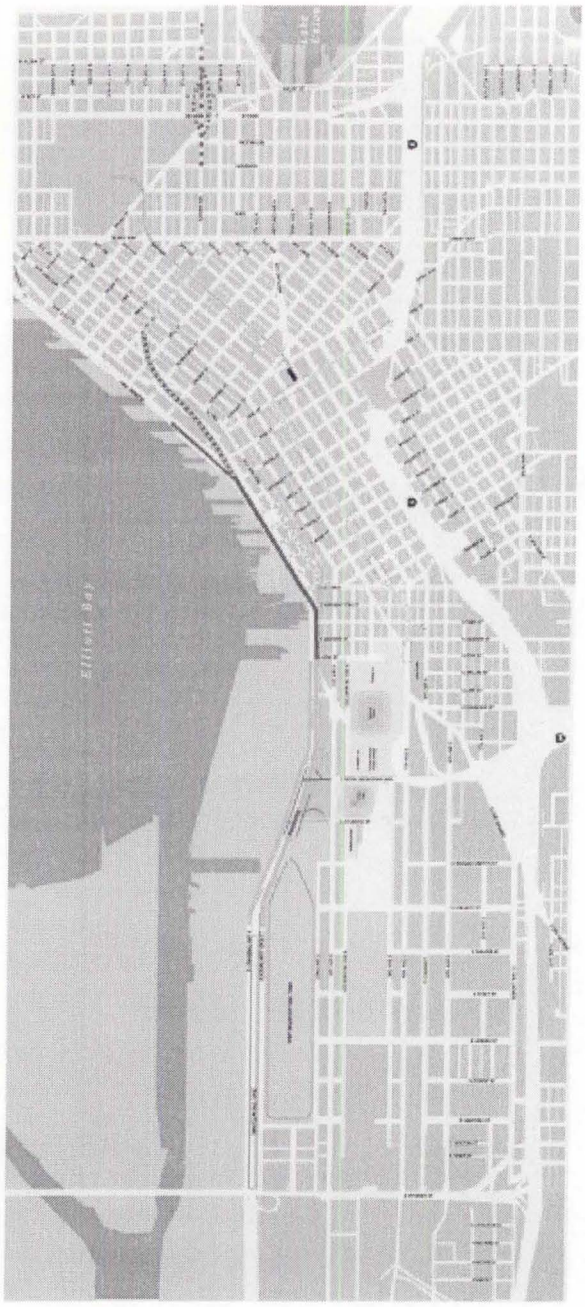
Based on technical work completed to date as well as feedback from the public, elected officials, and the project's Leadership Group, WSDOT and the City have identified the Tunnel Plan below as the most favored plan. More detailed engineering and environmental analysis will need to be completed before a final plan is selected in the middle of 2004.

For information regarding content related issues content, please email or call the Project Hotline at 206-269-4421

- **Tunnel**
  - **What's Happening on Surface Streets?** North | Central | South
- **Aerial**
  - What's Happening on Surface Streets?
- **Rebuild**
  - What's Happening on Surface Streets?

Map Legend

- Aerial
- Cut and Cover
- At Grade
- Battery Street Tunnel
- Lowered Roadway
- Seawall



Follow the progress of this process:

- See the Mix and Match Design plans that started the decision process.
- See how the design plan options have been matched together.

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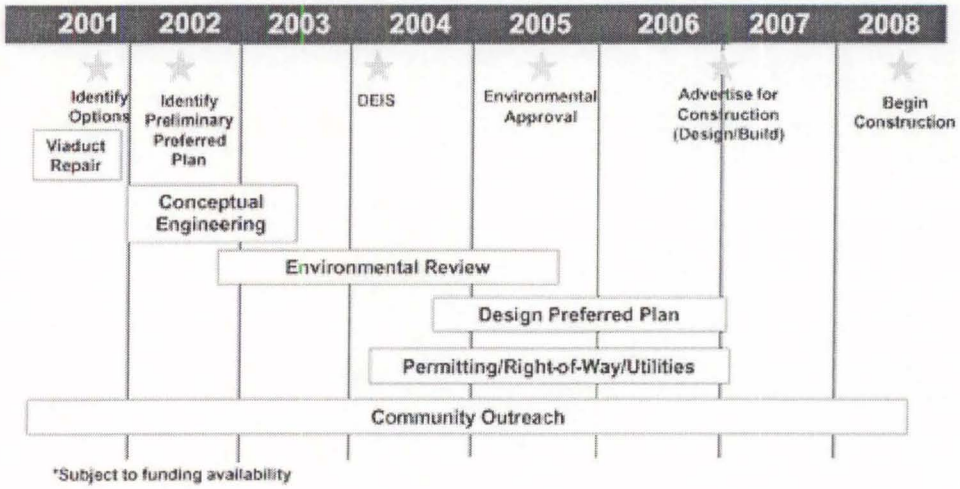
The Project Schedule

WSDOT and the City of Seattle are committed to moving quickly on this project while ensuring we hear from all of the interested groups. The schedule below highlights important decisions and when action may be taken.



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SR 99 - Alaskan Way Viaduct & Seattle Seawall Replacement Project

The Project Calendar has three areas:
Open Houses | Community Briefings | Leadership Group Meetings

To view documents associated with the events below, visit the Project Library.

Open Houses

Date & Time	Address	Bus Routes
July 30, 2002 (Tuesday) 5:00pm - 8:00pm	Fremont BF Day Elementary, Gym 3921 Linden Ave. N. Seattle, WA	5, 16, 26, 28, 31, 46, 74
July 25, 2002 (Thursday) 5:00pm - 8:00pm	West Seattle Gatewood School, Gym 4320 SW Myrtle Street Seattle, WA	22, 54
July 24, 2002 (Wednesday) 5:00pm - 8:00pm	Downtown Seattle Port of Seattle, Atrium Pier 69 Seattle, WA	15, 18, 21, 22, 56, 57, 81, 99
Jun 17, 2002 (Monday) 5:00pm - 8:00pm	Seattle Center, Rainier Room (Republican Street across from the QFC in Lower Queen Anne) Seattle, WA	1,2,8,13,15,18,74, Monora (every 10 mins. from Westlake Center to Seattle Center)
March 5, 2002 (Tuesday) 5:00pm - 8:00pm	Meridian Park School 17077 Meridian Avenue N. Shoreline, WA	301, 314, 317, 370, 943
February 28, 2002 (Thursday) 5:00pm - 8:00pm	Lafayette Elementary School, Cafeteria 2645 California Avenue SW Seattle, WA	128, 51, 55, 85, 56, 57
February 27, 2002	Ballard High School	15, 28, 81

(Wednesday) 5:00pm - 8:00pm	1418 NW 65th Seattle, WA	
February 26, 2002 (Tuesday) 5:00pm - 8:00pm	Sylvester Middle School, Cafeteria 16222 Sylvester Road SW Burien, WA	137, 139
February 25, 2002 (Monday) 5:00pm - 8:00pm	The Dome Room, Arctic Building, 3rd Floor 700 Third Avenue Seattle, WA	Any downtown Metro Rout

Community Briefings

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Date	Group	Location
January 22, 2003	DSA Viaduct Subcommittee	DSA Office
January, 13, 2003	City of Seattle Freight Mobility Advisory Committee	BINMIC
December, 12, 2002	Duwamish Planning Committee	Evergreen Treatment Center, Airport Way
December 9, 2002	Queen Anne Community Council	Queen Anne Community Center
December 4,2002	Seattle Design and Planning Commissions	Municipal Building
November 14, 2002	Metro Launch of Rideshare Plus Fair	Starbuck Center
November 13, 2002	Seattle Pedestrian Advisory Board	Municipal Building
October 9, 2002	Belltown Lofts Association	Belltown Lofts
October 8, 2002	Seattle Art Museum	SAM
October 2, 2002	Capitol Hill Lion's Club	Charlie's on Broadway
September 23, 2002	Waterfront Landing Condo Association	Waterfront Landings

September 19 2002	Seattle Art Museum	SAM
September, 16, 2002	AIA	AIA Offices
August, 27, 2002	Feet First Walking Viaduct Debate	Harbor Steps to Stadium
August 22, 2002	SODO Big Event	Seahawks Stadium
August 20, 2002	Seattle Design and Planning Commissions	Key Towers
August 20, 2002	Seattle Design and Planning Commissions	Municipal Building
August, 14, 2002	Ballard District Council	Nordic Heritage Museum
August,12, 2002	Seattle Art Museum	Seattle Art Museum
August 1, 2002	DSA Board of Directors	Nordstrom Building
July 22, 2002	Seattle City Council	Council Chambers
July 10, 2002	Seattle Pedestrian Advisory Board	Municipal Building
July 9, 2002	Seattle Port Commission	Port of Seattle
June 26, 2002	Belltown Community Council	Belltown Pub
June 25, 2002	Greater Seattle Chamber of Commerce	One Union Square Boardroom
June 25, 2002	Manufacturing and Industrial Council	MIC Office on 1st Avenue South
June 25, 2002	Transportation Fair @ the Equity Building	Equity Building
June 24, 2002	Seattle City Council	Council Chambers
June 19, 2002	Cascade Neighborhood Council	Seattle Times Auditorium (Fairview and John)
June 14, 2002	DSA Annual Luncheon	Westin
June 13, 2002	SODO Business Association	Starbuck Center

June, 11, 2002	Aquarium Board	Aquarium Offices, 3rd and Union
June 10, 2002	Seattle Art Museum	Seattle Art Museum
June 10, 2002	Seattle City Council	Council Chambers
June 6, 2002	Seattle City Center Forum	
June 5, 2002	DSA Viaduct Subcommittee	DSA Office
June 4, 2002	Kitsap County Council	Kitsap County
May 30, 2002	Downtown Seattle Residents Council General Meeting	Klondyke Museum
May 29, 2002	Seattle Planning and Design Commissions	Key Towers
May 23, 2002	Admiral Community Council	Hiawatha Community Center
May 22, 2002	Seattle Planning and Design Commissions	Key Towers
May 21, 2002	Society of American Military Engineers	Swedish Club, 1920 Dexter Ave N.
May 20, 2002	Downtown Seattle Lion's Club	Downtown Hilton
May 15, 2002	Delridge Neighborhood District Council	South Seattle Community College
May 9, 2002	SR 99 Open House	Phinney Lutheran Church
May 8, 2002	Pike Place Market PDA	Pike Place Market
May 8, 2002	University Lion's Club Meeting	University Inn
May 7, 2002	DSA Viaduct Subcommittee	DSA Office
May 6, 2002	University of Washington, Guest Lecture	UW
April 26, 2002	Elevated Transportation Company Board	ETC Offices

Apr 22, 2002	International District Community Forum	407 Maynard Ave S
April 17, 2002	Denny Hill Association	Ewing and Clark, 115 Western Ave
April 16, 2002	Aquarium Board	Seattle Aquarium
April 16, 2002	Fauntleroy Community Association	Fauntleroy Church UCC, 9260 California Ave SW
April 10, 2002	Pioneer Square Historic Preservation Board	Arctic Building
March 28, 2002	Duwamish Planning Committee	Evergreen Treatment Center, 1700 Airport Way
March 21, 2002	Construction Management Association of America	Rocksalt Steakhouse
March 14, 2002	Seattle Planning and Design Commissions	Klondyke Museum
March 14, 2002	Seattle Parks Board	Seattle Parks Office, 100 Dexter Ave N.
March 13, 2002	Belltown Community Council, Land Use Subcommittee	One Pacific Towers at 2000 First Avenue
March 13, 2002	Downtown Seattle Association, Seattle Waterfront Community	Elliott's on the Pier
March 13, 2002	Downtown Seattle Association, Planning Committee	DSA Office
March 12, 2002	Greenwood Community Council	
March 11, 2002	Allied Arts, Urban Envrionment Committee	Allied Arts, Pioneer Square
March 11, 2002	Queen Anne/Magnolia District Council	Queen Anne Community Center
February 12, 2002	Belltown Business Association	Antioch College
January 24, 2002	Washington State Public Stadium Authority	Port of Seattle

January 24, 2002	Employee Transportation Coordinators, SODO & Duwamish Network Group	
January 16, 2002	Downtown Seattle Association	Westin
January 16, 2002	Employee Transportation Coordinators, First Hill Network Group	Piggott Hall room 103
January 16, 2002	Washington Transportation Commission	
January 15, 2002	Employee Transportation Coordinators, Interbay Network Group	
January 15, 2002	Employee Transportation Coordinators, Northgate Network Group	North Seattle Community College
January 9, 2002	Transportation Coordinator Network	1111 Third Avenue, Equity Office
January 7, 2002	Lake Union District Council	908 N 34th
December 6, 2001	Employee Transit Coordinators, Queen Anne Network Group	Publicis
December 5, 2001	South Lake Union Holiday Open House	Sellen Construction Building
December 3, 2001	Seattle City Council	Council Chambers
December 3, 2001	King County Council	Council Chambers
November 29, 2001	Duwamish Planning Committee	Evergreen Treatment Center, 1700 Airport Way
November 14, 2001	ITE/ASCE	Yankee Dinner in Ballard
November 13, 2001	Aurora Avenue Merchant's Association	Family Restaurant on the 88th block of Auro
November 5, 2001	King County Metro	Yesler Building, 400 Yesler Way, in the six floor large conference

		room--6B
October 24, 2001	Belltown Community Council	121 Vine Street
October 23, 2001	Manufacturing and Industrial Council	5509 1st Ave South
October 18, 2001	West Seattle Lion's Club	
October 17, 2001	Fremont Chamber of Commerce	History House
October1 17, 2001	Women in Transportation Association	College Club
October 11, 2001	Seattle City Center Forum	
October 10, 2001	Ballard District Council	Ballard Highschool
October 2, 2001	Pioneer Square Community Council	117 S. Main Street
September 25, 2001	North Seattle Industrial Association	Adobe Building, Cana Level, 701 Building, 1s Floor, Ro
September 25, 2001	Port of Seattle Commission	Port of Seattle
September 19, 2001	Denny Hill Association	211 Alaskan Way
September 18, 2001	SCATBd Steering Committee	WSDOT's Kent Maintenance Yard
September 13, 2001	SODO Business Association	Exhibition Hall
September 12, 2001	Pike Place Market DBA	85 Pike Street, Room 500
September 10, 2001	Seattle City Council	Council Chambers
September 6, 2001	SeaShore TAC	WSDOT - Dayton Cafeteria
August 21, 2001	Lafayette Community Council & Admiral Community Council	Lafayette Elementary School
August 15, 2001	Downtown Seattle Association & Seattle Chamber of Commerce	Ranier Tower

Leadership Group Meetings

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Date & Time	Location
December 3, 2002 (Monday) 3:30pm - 5:30pm	Port of Seattle, Commission Conference Room
July 23, 2002 (Tuesday) 4:00pm - 6:30pm	Town Hall, 1119 Eighth Avenue (at Seneca Street), Seattle
June 18, 2002 (Tuesday) 6:30pm - 8:30pm	Town Hall, 1119 Eighth Avenue (at Seneca Street), Seattle
February 12, 2002 (Tuesday) 6:00pm - 9:00pm	Bell Harbor International Conference Center
October 15, 2001 (Monday) 6:00pm - 9:00pm	Bell Harbor International Conference Center
June 19, 2001 (Tuesday) 6:00pm - 9:00pm	Bell Harbor International Conference Center
August 1, 2001 (Wednesday) 6:00pm - 9:00pm	Bell Harbor International Conference Center

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March 22, 2003 - Viaduct Tour 2003
- Viaduct Tour 2003

March 17, 2003 - Press Release
- Daytime Closures of Alaskan Way Viaduct this Weekend

Fact Sheets
- Draft EIS Information Sheet (56k Adobe Acrobat PDF)
- Retrofitting Options Maintain Safety (download 232k Adobe Acrobat PDF)
- Estimating Accurate Project Costs (download 234k Adobe Acrobat PDF)
- Assessing the Seawall's Condition (download 226k Adobe Acrobat PDF)

Fact Sheets - Translations
- Spanish (1,951k Adobe Acrobat PDF)
- Chinese (500k Adobe Acrobat PDF)
- Vietnamese (2,070k Adobe Acrobat PDF)
- Tagalog (1,849k Adobe Acrobat PDF)

February 28, 2003 -- Nisqually Earthquake Second Anniversary
- Earthquake Information
- Important Progress
- Quick Facts

December 3, 2002 -- Leadership Group Meeting
- Press Release (33k Adobe Acrobat PDF)
- Agenda (17k Adobe Acrobat PDF)
- Presentation (5,776k Adobe Acrobat PDF)
- Handouts (1,275k Adobe Acrobat PDF)

October 17, 2002 -- Flexible Transportation Meeting
- Presentation Package (2,356k Adobe Acrobat PDF)

July 24, 25, & 30, 2002 -- Open Houses
- Current Plans
- Draft EIS Information Sheet (56k Adobe Acrobat PDF)
- Public Comments (40k Adobe Acrobat PDF)

July 23, 2002 -- Leadership Group Meeting
- Press Release (34k Adobe Acrobat PDF)
- Agenda (18k Adobe Acrobat PDF)
- Presentation
- Meeting Summary (45k Adobe Acrobat PDF)

June 18, 2002 -- Leadership Group Meeting
- Press Release (33k Adobe Acrobat PDF)
- Agenda (18k Adobe Acrobat PDF)
- **Presentation** (Adobe Acrobat PDF files):

Update on Design Plans (2,946k)
Cost Ranges, Potential Funding Sources, Upcoming Events (549k)
- ASCE Report on Retrofit (47k Adobe Acrobat PDF)
- Meeting Summary (48k Adobe Acrobat PDF)

February 25 - March 5, 2002 -- Open House Summaries
- Public Comments (29k Adobe Acrobat PDF)

February 12, 2002 -- Leadership Group Meeting
- Press Release (15k Adobe Acrobat PDF)
- Agenda (20k Adobe Acrobat PDF)
- Summary (25k Adobe Acrobat PDF)
- Presentation (9.1mb Adobe Acrobat PDF)
- Cost Estimation Validation (4.2mb Adobe Acrobat PDF)
- Progress to Date (4.1mb Adobe Acrobat PDF)
- Plans A, B, C, D (4.3mb Adobe Acrobat PDF)
- North Area (3.6mb Adobe Acrobat PDF)
- Central Area (6.4mb Adobe Acrobat PDF)
- South Area (3.3mb Adobe Acrobat PDF)
- Next Steps (720k Adobe Acrobat PDF)

November 13, 14, & 15, 2001 -- Open Houses
- Previous Alaskan Way Viaduct plans
- Comment Summaries (39k Adobe Acrobat PDF)

October 15, 2001 -- Leadership Group Meeting
- Agenda (20k Adobe Acrobat PDF)
- Summary (25k Adobe Acrobat PDF)

August 1, 2001 -- Leadership Group Meeting
- Agenda (17k Adobe Acrobat PDF)
- Summary (26k Adobe Acrobat PDF)

June 28, 2001 -- Open House
- Open House Handout (4.3mb Adobe Acrobat PDF)

June 19, 2001 -- Leadership Group Meeting
- Agenda (19k Adobe Acrobat PDF)
- Summary (31k Adobe Acrobat PDF)

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SR 99 - Alaskan Way Viaduct & Seattle Seawall Replacement Project

The Alaskan Way Viaduct Leadership Roster

WSDOT and the City of Seattle have asked a volunteer group of civic, business, freight, downtown and neighborhood representatives to give their ideas and input on community values with regard to retrofitting or replacing the viaduct. In addition to input from this group, WSDOT and the City are conducting an extensive public outreach process to get your ideas for the future of the viaduct.

Materials presented at the Leadership Group meetings can be found on the Calendar page.

Bruce Agnew	Cascadia Discovery Institute
Frank Chopp	Washington State House of Representatives
Peter Coates	Seattle and King County Building and Construction Trades Council
John Coney	Queen Anne Neighborhood Representative
Richard Conlin	Seattle City Councilmember
Lee Copeland	Mithun Architects
Mary Lou Dickerson	Washington State House of Representatives
Joni Earl	Sound Transit
Christine Endresen	Kitsap County Representative
Steve Erickson	Magnolia Neighborhood Representative
Dan Evans	Daniel J. Evans & Associates
Dave Gering	Manufacturing and Industrial Council
David Goodyear	Independent 5 Reviewing Viaduct
Tom Graff	Downtown District Council
Jerry Grinstein	Madrona Investments
Joel Horn	Seattle Monorail Project
Peter Hurley	Transportation Choices Coalition
Fred Jarrett	Washington State House of Representatives
Steve Leahy	Greater Seattle Chamber of Commerce
Stephen Lundgren	Ballard Neighborhood Representative
Doug MacDonald	Washington State Secretary of Transportation
Mary McCumber	Puget Sound Regional Council
Dan Mathis	Federal Highway Administration
Paige Miller	Port of Seattle Commissioner
Ed Murray	Washington State House of Representatives

John Musgrave	West Seattle Neighborhood Representative
Greg Nickels	Mayor of Seattle
Jane Nishita	Qwest
Connie Niva	Washington State Transportation Commissioner
Pati Otley	BNSF
Ralph Pease	Argosy Cruises
Neil Peterson	Flex Car Program
Erik Poulsen	Washington State Senate
Margarita Prentice	Washington State Senate
Charles Roeder	University of Washingon
Don Royse	Seattle Design Commissioner
Judy Runstad	Forster, Pepper, Shefelman
Peter Steinbrueck	Seattle City Council
Harold Taniguchi	King County
Michael Thorne	Washington State Ferries
Tom Tierney	Port of Seattle
Paul Tomita	Seattle Planning Commissioner
Herald Ugles	International Longshoreman and Warehouseman Union Local 19
Doug Vann	Pioneer Square Neighborhood Representative
Steve Williamson	King County Labor Council
David Yeaworth	Allied Arts
Jim Young	Seattle Steam Company

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SR 99 - Alaskan Way Viaduct & Seattle Seawall Replacement Project

Headlines

These are links to media sites that contain articles regarding the Alaskan Way Viaduct Project. We're providing this information in an effort to present as much information abo this project as possible. If you have other suggestions, please contact us.

July 17, 2003
State streamlines alternatives for viaduct
Seattle Times

June 17, 2003
Latest option to replace viaduct: Narrower tunnel, wider Alaskan Way
Seattle PI

June 2, 2003
Quake a reminder of viaduct problems
Seattle PI

June 1, 2003
Region's traffic arteries must continue to flow
Seattle Times

May 7, 2003
Saving the seawall
Seattle Times

May 05, 2003
Readers say fix viaduct, 520 bridge
Seattle PI

May 04, 2003
City's seawall is far worse than experts had predicted
Seattle Times

April 28, 2003
Legislature 2003: Help for roads and ferries
Seattle PI

March 26, 2003
Work on Alaskan Way scheduled
Seattle PI

March 26, 2003
Work on Alaskan Way scheduled
Seattle PI

March 23, 2003
Legislators get a firsthand look at Alaskan Way Viaduct damage
Seattle Times

Febrary 28, 2003
More money to study viaduct options
Seattle PI

January 24, 2003
Big catchall spending bill clears Senate
Seattle PI

January 19, 2003
Shame On Alaskan Way
Seattle Times

December 22, 2002
UW students devise picture of life after viaduct
Seattle Times

December 15, 2002
Reality for viaduct may be retrofit
Seattle PI

December 12, 2002
Viaduct project is scaled back by billions
Seattle PI

December 9, 2002
Heart of the city, a working Viaduct
Seattle Times

December 4, 2002
Viaduct alternatives include boulevard or smaller tunnel
Seattle Times

December 3, 2002
Plans for new viaduct getting cheaper
King 5 TV

December 3, 2002
Another look at viaduct options
Seattle PI

December 3, 2002
Alaskan Way Viaduct solution: A surface grand highway
Seattle Times

November 1, 2002
Replacing Viaduct is not part of the plan
Seattle Times

October 28, 2002
Don't curse your kids with another viaduct
Seattle Times

October 26, 2002
Waiting for the ferry under the Viaduct
Seattle PI

October 20, 2002
Our $15 billion dilemma: Replacing the Alaskan Way Viaduct

Seattle Times

October 21, 2002
Boston's Big Dig: What Seattle can learn
Seattle Times

September 5-11, 2002
All Politics is Local
Seattle Weekly

August 29, 2002
Public policy proposals: We've created a monster
Seattle PI

August 23, 2002
Regional plan drops light rail for viaduct
Seattle PI

August 28, 2002
Regional plan drops light rail for viaduct
Seattle PI

August 26, 2002
Transportation chief faces ballot crossroads
Seattle Times

August 8-14, 2002
Buzz
Seattle Weekly

August, 2002
Critics blast tunnel plan
Ballard Tribune

August 12, 2002
Alaskan Way Viaduct meets fiscal reality
Seattle Times

August 8, 2002
If the viaduct goes, the city gets connected
Seattle Times

August 8, 2002
Lawmaker says state can't afford $11 billion tunnel project for Viaduct
Seattle Times

August 8, 2002
Tunnel 'funding is not there'
Seattle PI

July 18, 2002
Tunnel favored to replace viaduct
Seattle PI

July 18, 2002
DOT backs priciest tunnel for viaduct fix
Seattle Times

July 16, 2002
High-end viaduct plan wins City Council's OK
Seattle PI

July 15, 2002
Opening up city's potential
Seattle Times

June 17, 2002
Sticker shock? Get over it
Seattle Times

June 16, 2002
From chill to thrill, the changing waterfront
Seattle Times

June 16, 2002
Remove the Alaskan Way Viaduct and create link to waterfront
Seattle Times

June 15, 2002
Aesthetics drives campaign against viaduct
Seattle Times

May 6, 2002
Ask voters for money, not advice
Seattle PI

May 5, 2002
Without priorities, taxes toll for thee
Seattle Times

May 5, 2002
What counties are considering for transportation
Seattle Times

May 4, 2002
Unexpected costs may force cuts in regional traffic plan
Seattle PI

May 3, 2002
$12.6 billion regional plan unveiled for roads, transit
Seattle Times

May 3, 2002
Taxes, tolls to fix traffic woes may go to vote
Seattle PI

April 7, 2002
The Viaduct at a Crossroads: Dutiful Servant Brutal Barrier
Pacific Northwest Magazine

April 4, 2002
Coverage of the Mix & Match Viaduct Feature
KOMO AM 1000 Radio

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April, 2002
Growing Pains
Washington CEO Magazine

March 24, 2002
It's up to voters in November
Seattle P-I

March 22, 2002
Planners zero in on 4 options to replace viaduct
Seattle P-I

March 21, 2002
Locke OKs regional highway fix, unlinks from statewide tax vote
Seattle P-I

February 13, 2002
Engineers Offer Ideas For Replacing Alaskan Way Viaduct
Komo TV

February 13, 2002
Elliott Bay seawall called vulnerable
Seattle P-I

February 13, 2002
Fixing viaduct an option, but city would still have 'a 1950s highway'
Seattle Times

February 12, 2002
Group raises concern about viaduct and seawall
King 5

January 31, 2002
More Photos Of Seattle Landmarks Found On Hard Drive
Komo TV

January 10, 2002
Waterfront viaduct may be history - one way or another
Seattle Times

July 19, 2001
Metro Buses Return To Viaduct
Komo TV

June 28, 2001
TEAR It Down? Hey, CLOSE It Down!
Komo TV

June 28, 2001
Engineers Say Tear Down Viaduct
Komo TV

May 24, 2001
As The Viaduct Goes, So Goes West Seattle

Komo TV

May 1, 2001
More Viaduct Closures This Week
Komo TV

April 26, 2001
Alaskan Way Viaduct Tipping 3 Inches
Komo TV

April 4, 2001
Alaskan Way Viaduct Will Be Closed Thursday Night
Komo TV

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Transportation News

Home

Seattle's Alaskan Way Viaduct – WSDOT releases structural study

The Washington State Department of Transportation (WSDOT) released the results of the structural review of State Route 99 Alaskan Way Viaduct. After the February earthquake, WSDOT commissioned a team of six structural experts to review the short and long-term integrity of the viaduct.
Key findings include:

1) Before this study, the major concern was that soil liquefaction was the primary threat to viaduct failure in a major quake. Now new information indicates structural failure could occur even in the absence of liquefaction. This means the soil can't be disregarded, nor can the structure.

2) The structural experts estimate that in the next ten years there is a one in 20 chance that a quake of sufficient magnitude could cause the viaduct's failure. Over a period of time, the risk of such an event becomes even greater.

3) In addition to the seismic risk, the structure is old. The concrete is brittle. Just like an old car, it will take more and more money to maintain it as the years go by, so the cost factor goes up.

4) The report lists three options:

a. Repair quake damage and do nothing else.
b. Replace it within ten years.
c. Retrofit it.

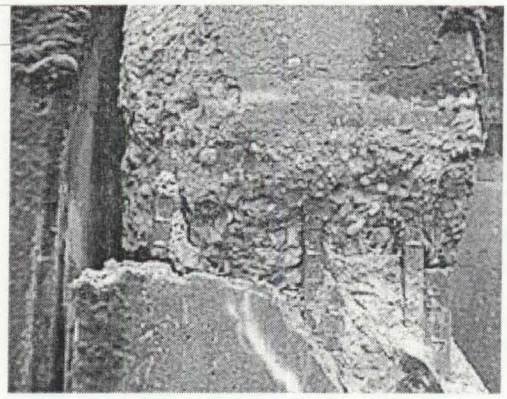
The experts' conclusion is that it is cheaper to replace the viaduct in-kind than to retrofit it. A retrofit of the necessary size is nearly equivalent to rebuilding it, but without the same life expectancy.

5) WSDOT can't stop with the current repairs. The risk is simply too great.

6) WSDOT will continue to investigate retrofit versus replacement. There is no such thing as a cheap retrofit.

7) WSDOT can't decide on replacement at this time because the agency doesn't know what the replacement option is, or how much it would cost. The current effort to determine the viaduct's future is so important to making an informed decision.

8) WSDOT is committed to preserving this transportation link.



The rebar and cracks will be reinforced with epoxy befor being encapsulated by a carbon wrap.

Background

Immediately after the February 28 earthquake, WSDOT closed the viaduct for t first of many inspections. Bridge inspectors found damage to a "knee joint" (where columns meet support beams) near South Washington Street. Originally, WSDOT planned to make repairs during a summer seismic retrofit project, but moved them up sooner. In late March, an expansion joint failed, dropping a piece of metal on a parkin lot below. Later that week, a small piece of concrete also fell off the viaduct near South Royal Brougham.

Since that time, WSDOT bridge crews have completed numerous inspections on the viaduct, identifying and removing loose concrete, repairing expansion joints, and inspecting knee joints along the viaduct. These inspections revealed that some of the cracks formed during the quake had gotten larger and that the section of the viaduct between South Washington Street and Yesle Way was leaning up to 3 inches.

Work to repair the quake damage by shoring up columns and support beams has been mostly completed. All lanes have reoepned. Additional work to restore the street level pedestrian, driving and parking areas will begin in August.

To keep the viaduct operational, WSDOT has instituted several traffic restrictions. The speed limit on the viaduct has been reduced from 50 mph to 40 mph. Vehicles weighing over 10,000 pounds are limited to the right lane only, and overweight trucks are prohibited.

The Viaduct's Future

WSDOT and the City of Seattle are working to determine what future course should be taken with the Viaduct. WSDOT and the city are partnering because the city-owned seawall plays an important role in the seismic vulnerability of the Viaduct. If the seawall fails, it could lead to failure of the viaduct, as both are currently configured. Depending upon the future fix, the seismic vulnerability of the seawall could potentially impact the new investment.

The environmental process to evaluate options is underway. There are four basic concepts, with variations, under review. They are, retrofit, replace in-kind, replace with a boulevard or replace with a tunnel.

We need to act quickly. WSDOT has already taken ten months off the original schedule and is investigating ways to further accelerate it so we can get to construction as soon as is realistically possible.

We have an extensive public outreach plan to ensure the communities affected by any changes to the viaduct are involved in the process to determine its future. To learn more, or to let us know your ideas, contact us:

Email awv@wsdot.wa.gov
For information about this study, contact Carol Hunter, WSDOT's Office of Urban Mobility, 206-464-6231.

WSDOT has placed monitors to detect any movement or changes to the viaduct. No movement has been detected since the monitors were placed in early April. Crews plan to continue inspections to identify any other maintenance issues that need to be addressed before further problems develop. However, the viaduct is vulnerable to damag should another large quake occur.

For more viaduct travel information and construction updates, call WSDOT's Commuter Information Line at DOT-HIWY (206-368-4499). The line also may be reached toll-free in Washington at 1-800-69 ROAD (7623). TTY users can call 1-800-833 6388 and ask for (206) 515-3683

Additional Information

A copy of the structural team's study

The latest on construction

The Alaskan Way Viaduct Future

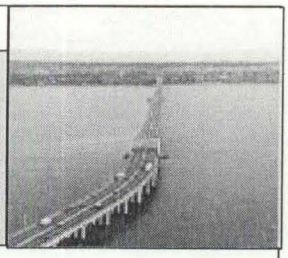
See what is being done currently about the viaduct.

[WSDOT logo]

SR 520 Trans-Lake Washington Project (Seattle to Redmond, 4-Lanes)

10 Year-Project in Full

4-Lanes



Description:

- Rebuilds existing four lane freeway between Seattle and Redmond
- Includes replacement of SR 520 floating bridge, approaches, and Portage Bay bridge
- Adds expanded roadway shoulders and bicycle and pedestrian lanes

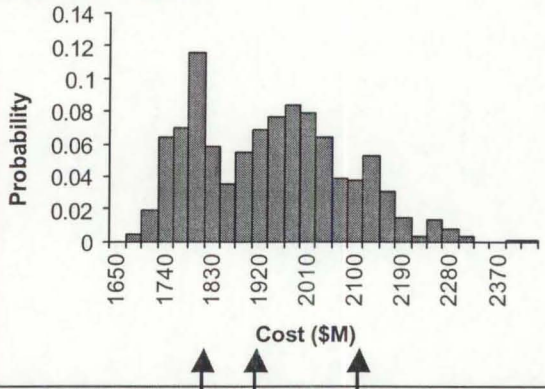
Schedule:

Begin Construction Range: 2005 - 2007

End Construction Range: 2014 - 2016

Inflation escalation is to 2011, approximate midpoint of construction

CEVP Result:



Project Cost Range

There is a 10% chance the cost is less than $ 1.8 Billion

There is a 50% chance the cost is less than $ 1.9 Billion

There is a 90% chance the cost is less than $ 2.1 Billion

Benefits this project would provide:

- Maintains current highway capacity
- Decreases seismic and storm damage risk exposure significantly
- Increases safety and operational reliability with added standard shoulders and lane widths
- Reduces HOV travel times with new SR 520 to I-5 express lanes connection
- Expands commuter choices by increasing vanpools and employer commute reduction programs
- Improves environmental quality by combining ramps in Arboretum area, reducing water pollution from stormwater, and adding noise walls
- Creates a new link for bicycles and pedestrians across Lake Washington and to existing trails

Risk issues that could impact project cost or schedule:

- Changes to national seismic design criteria result in more expensive structures.
- Limited number of contractors are qualified and available to pursue a project this large, increasing contract costs and project delays.
- Catastrophic failure of floating and fixed bridges occurs before replacement, which results in a more expensive emergency replacement.
- Changes to environmental regulations increase project time and cost.
- Special stormwater treatment facilities for the floating bridge result in increased complexity and expense.
- Legal challenges and delays in obtaining environmental permits results in project delay.
- Early stage of project development increases project scope uncertainty.
- Restrictions on when work in and around water can occur increases time to complete project.

Level of Project Design: Low — Medium — High

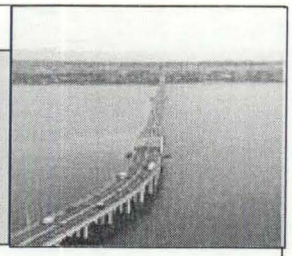
June 3, 2002

Washington State Department of Transportation

SR 520 Trans-Lake Washington Project (Seattle to Redmond, 6-Lanes)

10 Year-Project in Full

6-lanes



Description:

- Reconstructs and expands SR 520 to six lanes between Seattle and Redmond (adds one HOV/bus rapid transit lane each direction)
- Replaces SR 520 floating bridge, approaches, and Portage Bay bridge
- Adds expanded roadway shoulders, bicycle and pedestrian lanes
- Includes five 300-500-foot lidded sections of freeway

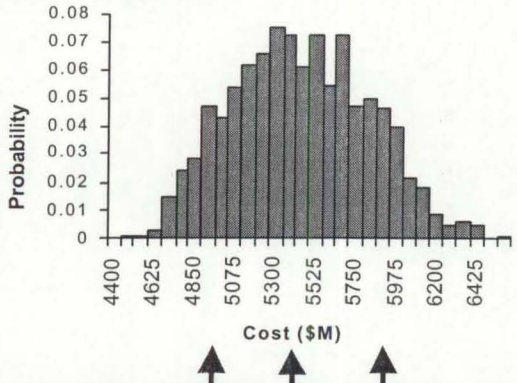
Schedule:

Begin Construction Range: 2005 - 2007

End Construction Range: 2014 - 2016

Inflation escalation is to 2011, approximate midpoint of construction

CEVP Result:



Project Cost Range

There is a 10% chance the cost is less than $ 4.9 Billion

There is a 50% chance the cost is less than $ 5.4 Billion

There is a 90% chance the cost is less than $ 5.9 Billion

Benefits this project would provide:

- Expands current highway capacity by adding an HOV/bus rapid transit lane in each direction
- Increases safety and reliability with added standard shoulders and lane widths
- Decreases seismic and storm damage risk exposure significantly
- Improves speed and reliability of transit and HOV through direct access, dedicated lanes, and better freeway connections at I-5, University of Washington, 108th NE, 31st, and I-405
- Improves freeway flow and improves safety with removal of traffic weaves at SR 520/I-405 interchange
- Adds noise walls and improves water runoff quality
- Improves environmental quality by combining ramps in Arboretum area, reducing water pollution from stormwater, and adding noise walls
- Creates a new link for bicycles and pedestrians across Lake Washington and to existing trails
- Expands commuter choices by expanding the vanpool fleet and expanding employer commute trip reduction programs
- Reconnects neighborhoods with 300-500-foot lids at I-5, Montlake, Evergreen Pt. Rd., 84th Ave. NE, and 92nd Ave. NE southbound I-5 Ship Canal weave
- Addresses southbound I-5 Mercer weave

Risk issues that could impact project cost or schedule:

- Changes to national seismic design criteria increase structure costs.
- Limited number of contractors are qualified and available to pursue a project this large, increasing contract costs and project delays.
- Catastrophic failure of floating and fixed bridges occurs before replacement, which results in a more expensive emergency replacement.
- Changes to environmental regulations increase project time and cost.
- Special stormwater treatment facilities for the floating bridge increase complexity and expense.
- Legal challenges and delays in obtaining environmental permits result in project delay.
- Early stage of project development increases project scope uncertainty.
- Restrictions on when work in and around water can occur increases time to complete project.

Level of Project Design: Low — Medium — High

June 3, 2002

Washington State Department of Transportation

SR 520 Trans-Lake Washington Project (Seattle to Redmond, 8-Lanes)

10 Year-Project in Full

8-Lanes

Description:

- Reconnects and expands SR 520 to eight lanes between Seattle and Redmond (adds one general purpose and one HOV/bus rapid transit lane in each direction)
- Replaces SR 520 floating bridge, approaches, and Portage Bay bridge
- Adds expanded roadway shoulders and bicycle and pedestrian lanes
- Includes five 300-500-foot lidded sections of freeway

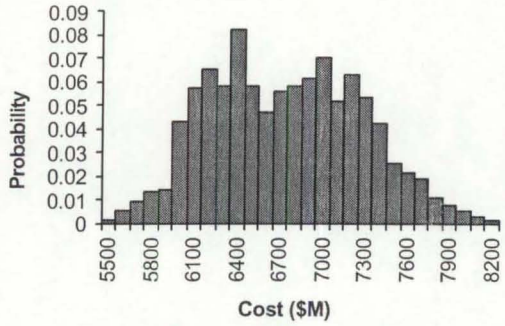
Schedule:

Begin Construction Range: 2005 - 2008

End Construction Range: 2016 - 2018

Inflation escalation is to 2011, approximate midpoint of construction

CEVP Result:



Project Cost Range

There is a 10% chance the cost is less than $ 6.0 Billion

There is a 50% chance the cost is less than $ 6.7 Billion

There is a 90% chance the cost is less than $ 7.4 Billion

Benefits this project would provide:

- Expands highway capacity by adding one general purpose and one HOV/bus rapid transit lane in each direction
- Increases safety and reliability with added standard shoulders and lane widths
- Decreases potential seismic and storm damage risk
- Improves speed and reliability of transit and HOV through direct access, dedicated lanes, and better freeway connections at I-5, University of Washington, 108th NE, 31st, and I-405
- Improves freeway flow and improve safety with removal of traffic weaves at SR 520/I-405 interchange
- Addresses southbound I-5 Ship Canal weave and southbound I-5 Mercer weave
- Adds noise walls and improves water runoff management
- Improves environmental quality by combining ramps in Arboretum area, reducing water pollution from stormwater, and adding noise walls
- Creates a new link for bicycles and pedestrians across Lake Washington and to existing trails
- Reduces the number of cars driven during rush hour through travel demand management strategies such as expanding the vanpool fleet and expanding employer commute trip reduction programs
- Reconnects neighborhoods with 300-500-foot lids at I-5, Montlake, Evergreen Pt. Rd., 84th Ave. NE, and 92nd Ave. NE

Risk issues that could impact project cost or schedule:

- Changes to national seismic design criteria increase structure costs.
- Limited number of contractors are qualified and available to pursue a project this large, increasing contract costs and project delays.
- Catastrophic failure of floating and fixed bridges occurs before replacement, which results in a more expensive emergency replacement.
- Changes to environmental regulations increase project time and cost.
- Special stormwater treatment facilities for the floating bridge increase complexity and expense.
- Legal challenges and delays in obtaining environmental permits results in project delay.
- Early stage of project development increases project scope uncertainty.
- Restrictions on when work in and around water can occur increases time to complete project.
- Potential conflicts with Sound Transit LINK construction at Pacific Street could result in project delay.
- I-405/SR 520 interchange design is complex and difficult to construct, which could increase time and cost.

Level of Project Design: Low — Medium — High

June 3, 2002

Washington State Department of Transportation

Washington State
Department of Transportation

10 Year Projects – Funding in Part

SR 520 Trans-Lake Washington Project (Montlake to Medina, 6-Lanes) Phasing Option

10 Year-Project in Part

6-lanes

Description:

- Expands SR 520 to six lanes
- Replaces SR 520 floating bridge and approaches from east of Montlake Blvd. to 80th Ave. (one HOV lane in each direction)
- Adds expanded roadway shoulders and bicycle and pedestrian lanes
- Includes one 300-500-foot lidded section of freeway

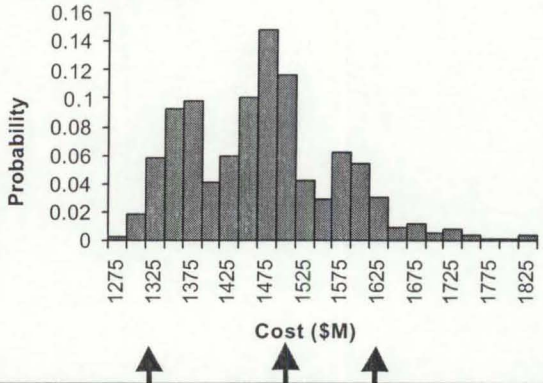
Schedule:

Begin Construction Range: 2005 - 2007

End Construction Range: 2015 - 2017

Inflation escalation is to 2011, approximate midpoint of construction

CEVP Result:



Project Cost Range

There is a 10% chance the cost is less than $ 1.3 Billion

There is a 50% chance the cost is less than $ 1.5 Billion

There is a 90% chance the cost is less than $ 1.6 Billion

Benefits this project would provide:

- Extends westbound HOV lane across lake to Montlake Blvd.
- Provides HOV bypass lane for eastbound traffic across lake
- Increases safety and reliability with added standard shoulders and lane widths
- Decreases seismic and storm damage risk exposure significantly
- Adds noise walls and improves water runoff management
- Improves environmental quality by combining ramps in Arboretum area, reducing water pollution from stormwater, and adding noise walls
- Creates a new link for bicycles and pedestrians across Lake Washington and to existing trails
- Expands commuter choices by expanding the vanpool fleet and expanding employer commute trip reduction programs
- Reconnects neighborhood with one 300-500-foot lid at Evergreen Pt. Rd.

Risk issues that could impact project cost or schedule:

- Changes to national seismic design criteria increase structure costs.
- Limited number of contractors are qualified and available to pursue a project this large, increasing contract costs and project delays.
- Catastrophic failure of floating and fixed bridges before replacement, which results in a more expensive emergency replacement.
- Changes to environmental regulations increase project time and cost.
- Special stormwater treatment facilities for the floating bridge increase complexity and expense.
- Legal challenges and delays in obtaining environmental permits result in project delay.
- Early stage of project development increases project scope uncertainty.
- Restrictions on when work in and around water can occur increase time to complete project.
- Delays in right-of-way purchase results in later construction start and project cost increases.

Level of Project Design: Low | Medium | High

June 3, 2002

Washington State Department of Transportation

SR 520 Trans-Lake Washington Project (Montlake to Medina, 8-Lanes) Phasing Option

10 Year-Project in Part

8-Lanes

Description:

- Expands SR 520 to eight lanes
- Replaces SR 520 floating bridge and approaches from east of Montlake Blvd. to 80th Ave. (one HOV lane in each direction)
- Adds expanded roadway shoulders and bicycle and pedestrian lanes
- Includes one 300-500-foot lidded section of freeway

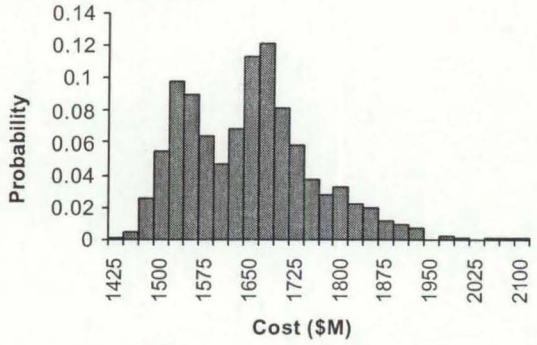
Schedule:

Begin Construction Range: 2005 - 2008

End Construction Range: 2016 - 2018

Inflation escalation is to 2012, approximate midpoint of construction

CEVP Result:



Project Cost Range

There is a 10% chance the cost is less than $ 1.5 Billion

There is a 50% chance the cost is less than $ 1.6 Billion

There is a 90% chance the cost is less than $1.8 Billion

Benefits this project would provide:

- Extends westbound HOV lane across lake to Montlake Blvd.
- Provides HOV bypass lane for eastbound traffic across lake
- Increases safety and reliability with added standard shoulders and lane widths
- Decreases seismic and storm damage risk exposure significantly
- Adds noise walls and improves water runoff management
- Improves environmental quality by combining ramps in Arboretum area, reducing water pollution from stormwater, and adding noise walls
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- Delays in right-of-way purchase results in later construction start and project cost increases.

Level of Project Design: Low — Medium — High

June 3, 2002

Washington State Department of Transportation