

Alaskan Way Viaduct demolition

Project and Agreement Overview



Seattle City Council Sustainability & Transportation Committee
Jon Layzer, SDOT Director of Regional and Interagency Programs
Joe Hedges, Alaskan Way Viaduct Replacement Program Administrator
Dec. 5, 2017



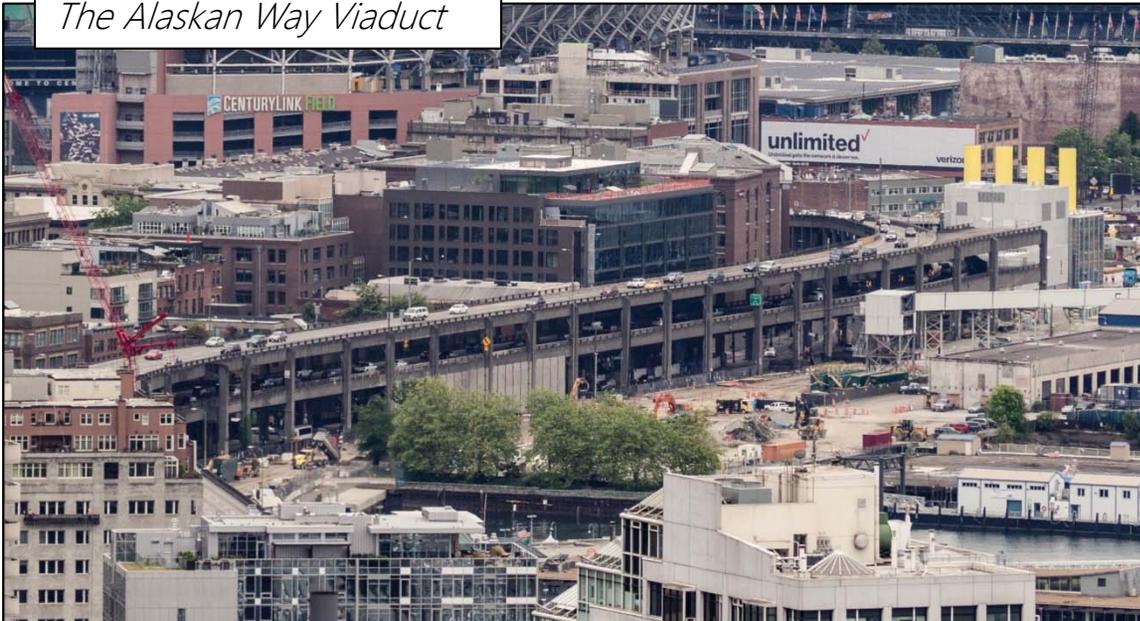
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Today's agenda

- Viaduct demolition overview
- Highlights of City/State agreement

Viaduct demolition

The Alaskan Way Viaduct



Seneca Street off-ramp from the viaduct's upper deck

Viaduct demolition

Goal

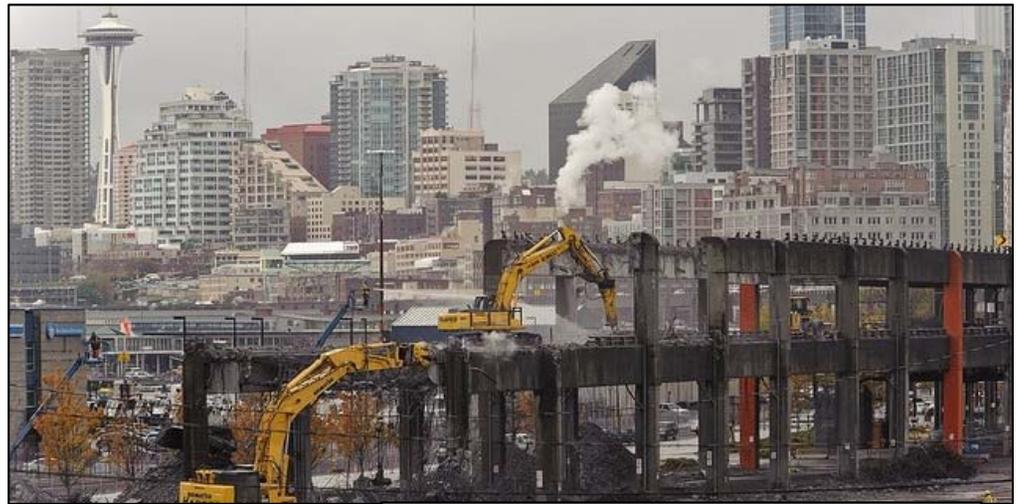
- Demolish the viaduct safely and with as little disruption as possible to people, property and businesses

Timing

- Demolition will begin after the new SR 99 tunnel opens to traffic, scheduled for early 2019
- Work will take up to nine months

Approach

- Design-Build contract
- Demolition work generally consists of removing the viaduct structure, including the Columbia and Seneca ramps, and restoring the roadway beneath the viaduct and adjacent construction staging areas



The viaduct will be demolished after the new SR 99 tunnel opens

Design-build contract

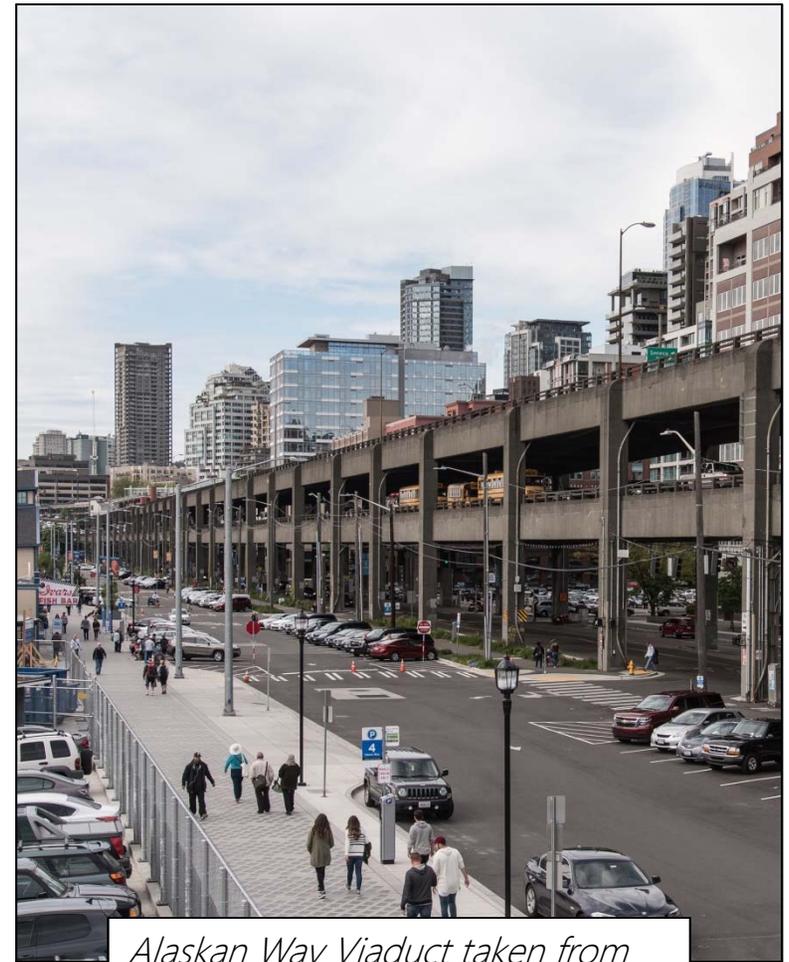
- WSDOT plans to hire the contractor by spring 2018
- Contract includes requirements concerning noise, dust, vibration, light, traffic and other potential effects from demolition
- Contractor must submit a schedule, traffic plans and determine the method of demolition
- Priority will be given to demolishing the viaduct north of Pike and around the Columbia on-ramp to facilitate Waterfront Seattle work and transit mobility



Photo shows proximity of certain buildings to the viaduct

Communications and public outreach

- Coordinating with partner agencies as we deliver projects along the waterfront
- Previous outreach
 - Meetings with property owners
 - Online and in-person open house
 - Public survey
- Additional outreach after the contractor is selected and we have more details



Alaskan Way Viaduct taken from Colman Dock

Background

- *2009*: Moving Forward Agreement outlines overall approach (Mayor, KC Exec, Governor)
 - State funds SR 99 replacement and surface street connections, including demolition of the Alaskan Way Viaduct
- *2011*: Council authorized 3 agreements for SR 99 Tunnel Project
 - Required separate agreements for viaduct demolition and decommissioning of the Battery Street Tunnel

Highlights of agreement

- State responsibilities
 - Funding and managing the demolition of the Alaskan Way Viaduct
 - Includes design, permit and temporary right of way acquisition, restoration, schedule, cost, risk, procuring and managing construction contract
 - Protecting private property, including private utility connections
 - Communications and public involvement related to demolition
 - Agreements with BNSF
- City responsibilities
 - Issuing permits
 - Communications for concurrent nearby city projects coordinated with state communications

Highlights of agreement

- Agreement highlights
 - Parameters for removal of viaduct footings and foundations
 - Technical criteria for viaduct demolition for protection of SPU and SCL Facilities
 - Not-to-exceed demolition criteria
 - Provision for a construction monitoring plan to be developed by the state's design-build contractor
 - Requirements for pre- and post-construction utility surveys and shared cost responsibility
 - Cost responsibility parameters for potential utility damage
 - Alaskan Way Restoration and Traffic Shift
 - Split costs to shift Alaskan Way to the west side of the viaduct

Questions?

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