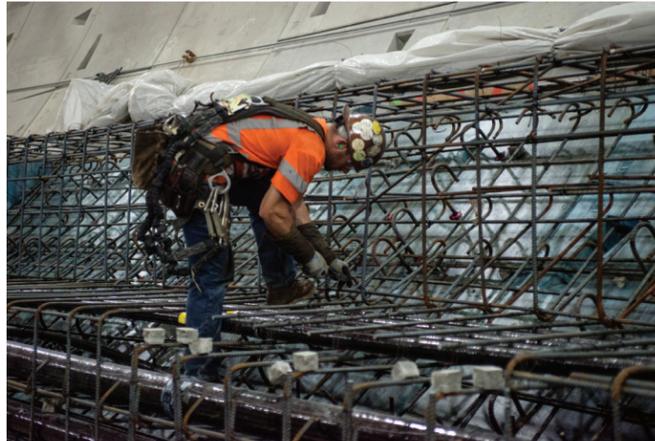


Seattle Tunnel Partners now mining beneath downtown

After successfully tunneling beneath the Alaskan Way Viaduct, our contractor, Seattle Tunnel Partners, is now boring the section of the tunnel beneath downtown Seattle. In June, the tunneling machine passed the half-mile mark. The tunnel path roughly follows First Avenue until Stewart Street, where it curves towards the north end of downtown.

Meanwhile, an entirely separate crew is hard at work in the newly-built portion of tunnel behind the tunneling machine, building the structures that will support the tunnel's future double-deck highway.



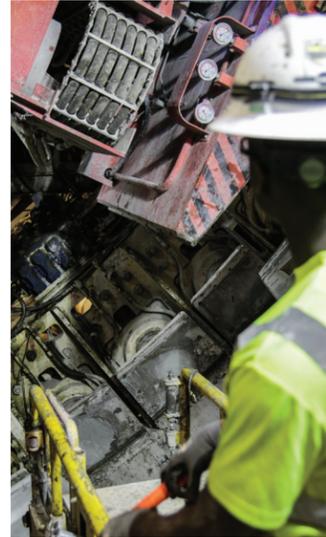
A worker with Seattle Tunnel Partners ties reinforcing steel for the foundations that will support the future northbound roadway inside the SR 99 tunnel.



This June 8, 2016, photo shows the view of the SR 99 tunnel from the back end of the SR 99 tunneling machine. Around the corner in the distance, crews are building the road inside the tunnel.



Survey crews were out in force while Bertha tunneled beneath the viaduct.



Working directly under the Alaskan Way Viaduct, a specially trained STP worker uses a remote control to fine-tune the position of ring 250's final tunnel liner segment. This key segment acts like a keystone, holding the other ring segments in place.

For more information

Visit the website at www.AlaskanWayViaduct.org
 Call the hotline at 1-888-AWV-LINE
 Send an email to viaduct@wsdot.wa.gov
 Follow @BerthaDigsSR99

Send a letter to:
 Alaskan Way Viaduct Replacement Program
 Washington State Department of Transportation
 999 Third Ave., Suite 2200
 Seattle, WA 98104

Americans with Disabilities Act & Title VI information

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Alaskan Way Viaduct REPLACEMENT PROGRAM



July 2016

Building a new State Route 99 through Seattle

The Alaskan Way Viaduct, an elevated section of State Route 99 in Seattle, was built in the 1950s, and decades of daily wear and tear have taken their toll on the structure. Because of the viaduct's age and vulnerability to earthquakes, replacing it is critical to public safety.

A number of projects will work together to replace the viaduct:

- A two-mile-long tunnel beneath downtown Seattle.
- A mile-long stretch of new highway that connects to the south entrance of the tunnel, near Seattle's stadiums.
- A new Alaskan Way surface street connecting the southern end of SR 99 to downtown Seattle.
- A new overpass at the south end of downtown that allows traffic to bypass train blockages near Seattle's busiest port terminal.
- Demolition of the viaduct's downtown waterfront section.

Key takeaways

- Removing the Alaskan Way Viaduct will improve the SR 99 corridor and clear the way for new public space on Seattle's downtown waterfront.
- Since breaking ground on our first viaduct-related project in 2007, we have successfully completed 21 projects that were led or funded by the state.
- Construction of the largest project – the SR 99 tunnel – began in 2011. Tunneling beneath Seattle minimizes traffic disruptions while we replace the viaduct.
- In May 2016, our tunnel contractor, Seattle Tunnel Partners, successfully tunneled beneath the Alaskan Way Viaduct. By summer, crews had bored more than a half-mile of the two-mile-long tunnel.
- Future highway and ramp connections are taking shape at the tunnel's north and south portals. Crews are also building the roadway within the tunnel.



Crews build a section of the SR 99 tunnel's future southbound roadway.

WSDOT's role in viaduct replacement

The state is responsible for leading or funding 31 of the projects that will function together to reshape the SR 99 corridor. The state's viaduct replacement projects are estimated to cost \$3.1 billion. Funding comes from state, federal and local sources, as well as the Port of Seattle and tolls. Of that amount, approximately \$2 billion is allocated to the SR 99 Tunnel Project. STP's contract is for \$1.35 billion.

As part of the viaduct program, King County, the City of Seattle and the Port of Seattle are making street, transit, seawall and waterfront improvements. The city is responsible for building new public open space along the waterfront, replacing the Elliott Bay Seawall and improving other city streets such as the Spokane Street Viaduct and the Mercer corridor.



South end of the tunnel

The tunnel will change the way drivers use SR 99 in Seattle. Drivers approaching the tunnel from either direction will face a choice depending on their destination: use the tunnel to bypass downtown or exit to city streets and head into downtown. From the south, on- and off-ramps near the stadiums will connect SR 99 to a new waterfront surface street. This connection and new east-west connections between the new waterfront street and downtown will replace the function of today's midtown viaduct ramps and also provide improved access to the waterfront.



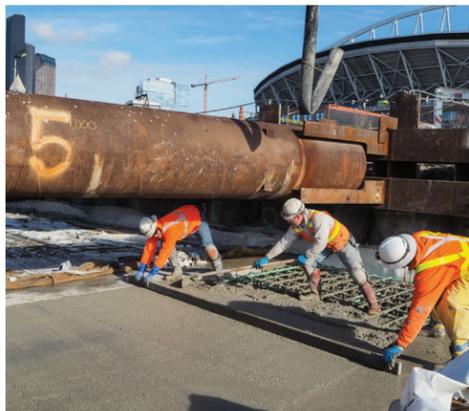
A rendering of the tunnel's south portal.

North end of the tunnel

At the tunnel's north end, downtown access will be similar to today, with on- and off-ramps near Seattle Center. In August 2015, traffic on Aurora Avenue North shifted to a new, curved structure that passes over the future northbound lanes exiting the tunnel. Additionally, John, Thomas and Harrison streets will be reconnected across Aurora Avenue North, improving access between the Queen Anne, Uptown and South Lake Union neighborhoods, as well as to and from SR 99.



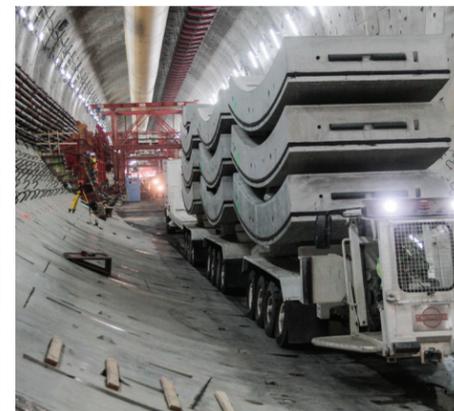
A rendering of the tunnel's north portal.



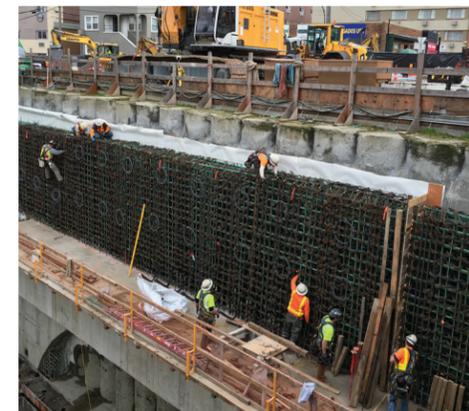
In this February 2016 photo, crews working for Seattle Tunnel Partners level the final section of concrete placed for the lid, or cover, on the northbound on-ramp to the SR 99 tunnel near Seattle's stadiums. When the tunnel opens, drivers will enter the ramp from South Royal Brougham Way.



Excavated soil moves up the conveyor system near the tunnel's south portal. Soil removed from the tunnel is taken by barge to a disposal facility on the west side of Puget Sound.



Crews bring curved concrete tunnel segments into the tunnel for installation. It takes 10 segments to form each of the tunnel's 1,426 rings.



Crews build the 85-foot-deep receiving pit at the north end of downtown, where the tunneling machine will complete its journey.



The north portal operations building continues to take shape. The building – along with a similar structure at the south portal – will house lighting, ventilation and other important tunnel functions.



In this March 2016 photo, crews working for Atkinson Construction pave the future northbound lanes just north of the SR 99 tunnel's north portal.