

A rendering of the pit crews are building to access and repair Bertha, the SR 99 tunneling machine.

Seattle Tunnel Partners leads tunneling machine repairs

In summer 2013, Bertha, the world's largest tunneling machine, began digging the SR 99 tunnel beneath downtown Seattle. In December 2013, STP stopped excavation approximately 1,000 feet into the dig after measuring increased temperatures in the tunneling machine. While investigating the cause of the high temperatures, STP discovered damage to the machine's seal system and contamination within the main bearing.

STP is building a 120-foot-deep pit that will allow crews to access and repair the machine, which is stopped about 60 feet underground between South Jackson and South Main streets. When the pit is complete, the machine will move forward into it. Crews will then partially disassemble the machine, and make repairs and enhancements. The state can't verify the contractor's schedule for completing these repairs.

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

Building a new State Route 99 through Seattle



KEY TAKEAWAYS

- Since breaking ground on our first viaduct-related project in 2008, we have successfully completed 21 projects that were led or funded by the state, with several more in progress or set to break ground soon.
- Construction of the largest project – the SR 99 tunnel – began in summer 2011. Our contractor, Seattle Tunnel Partners, is responsible for designing and building the tunnel, and for providing the tunneling machine that is currently under repair.
- The state can't verify a completion date for the project at this time. STP is responsible for repairing the machine and resuming tunneling. We are holding them accountable under the contract, which is designed to protect Washington taxpayers.

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. The Alaskan Way Viaduct Replacement Program includes projects led by WSDOT, King County, the City of Seattle and the Port of Seattle. The Federal Highway Administration is a partner in this effort.

Major elements of the program include a two-mile-long tunnel beneath downtown Seattle, a mile-long stretch of new highway that connects to the south entrance of the tunnel, and a new overpass at the south end of downtown that allows traffic to bypass train blockages near Seattle's busiest port terminal. In addition to replacing the viaduct, these projects meet the needs of the SR 99 corridor while allowing the City of Seattle to reimagine its downtown waterfront. Tunneling beneath downtown also minimizes highway closures because the viaduct can remain open during construction.

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WSDOT's role in viaduct replacement

The state is responsible for leading or funding nearly 30 of the projects that will work 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.

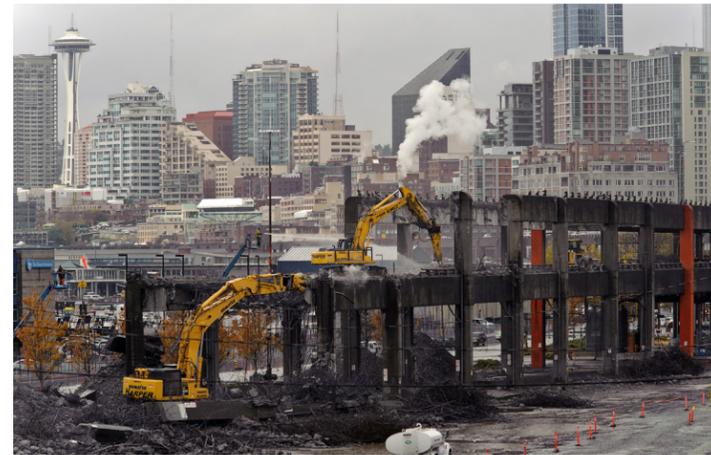
As part of the viaduct program, King County, the City of Seattle and the Port of Seattle are making street, transit, seawall and waterfront improvements. The city is responsible for building new public open space along the waterfront, replacing the Elliott Bay seawall and improving other city streets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



Connecting SR 99 to downtown

The tunnel will change the way traffic uses 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. At the tunnel's north end, downtown access will be similar to today, with on- and off-ramps near Seattle Center. From the south, new 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 Alaskan Way and downtown will replace the function of today's midtown viaduct ramps and also provide improved access to the waterfront.

Continued progress



Crews demolish the southern mile of the viaduct in fall 2011.



Looking north from inside a completed portion of the SR 99 tunnel at the south end of downtown Seattle, to the west of the stadiums.



The South Atlantic Street overpass opened to traffic January 2014.



The curved concrete segments that make up the tunnel walls were manufactured in Fredrickson, Wash.



Looking south toward the future north portal of the SR 99 tunnel.



In August 2014, crews demolished and replaced the section of SR 99 that crosses over Broad Street, near the tunnel's north portal.