

MESSAGE FROM THE ALASKAN WAY VIADUCT REPLACEMENT PROGRAM ADMINISTRATOR

Hello,

I'm Todd Trepanier, of the Washington State Department of Transportation. As administrator of the State Route 99 Alaskan Way Viaduct Replacement Program, I oversee more than 20 projects that will replace the viaduct, a double-deck highway that has spanned Seattle's downtown waterfront for more than 60 years. Our team had a busy and successful 2013, and we have big plans for the year ahead.

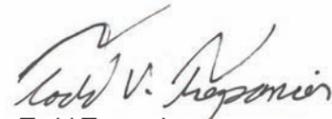


The year started with great promise, as we prepared to welcome Bertha, the world's largest tunneling machine, to Seattle. After arriving by ship from Japan in April, the five-story-tall machine was assembled and tested in a pit to the west of Seattle's stadiums. Then, on July 30, came Bertha's big day, as crews launched her into the soils beneath Seattle. By year's end, Bertha had tunneled more than 1,000 feet and was about 10 percent of the way through her nearly two-mile journey to the north end of downtown. Bertha's year ended with crews encountering an obstruction that slowed her progress. We are working closely with our contractor, Seattle Tunnel Partners, to get Bertha moving again as soon as possible.

There was more to 2013 than Bertha. Crews were hard at work building the north and south entrances to the tunnel, including the connection between the tunnel and the recently completed section of SR 99 near the stadiums. They also broke ground on the operations buildings that will house ventilation, lighting and emergency systems within the tunnel.

We'll begin 2014 with another milestone, when we open a new overpass to the west of Seattle's stadiums. The overpass will allow trucks and other traffic to bypass a busy railroad track that crosses South Atlantic Street, near the entrance to Seattle's busiest freight terminal.

A lot has been accomplished since leaders from the state, King County, City of Seattle and Port of Seattle jointly recommended we move forward with the tunnel and related improvements to the SR 99 corridor five years ago. As we enter 2014, the public is benefitting from those improvements, and we're looking forward to showing you more of our progress in the year ahead.


Todd Trepanier

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

Send a letter to:
Alaskan Way Viaduct Replacement Program
Washington State Department of Transportation
999 Third Ave., Suite 2424
Seattle, WA 98104

Americans with Disabilities Act & Title VI information

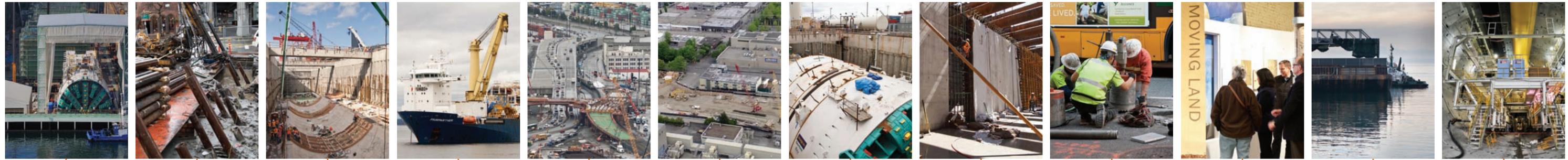
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Alaskan Way Viaduct REPLACEMENT PROGRAM



2013 TIMELINE



January	February	March	April	May	June	July	August	September	October	November	December
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Bertha undergoes final testing in Osaka, Japan.	Underground support walls are installed to protect buildings and structures near the tunnel portals.	Crews prepare the launch pit for Bertha's arrival.	Bertha arrives at Port of Seattle Terminal 46 and reassembly begins.	Girders are installed on the South Atlantic Street overpass.	Crews continue excavation of the north portal receiving pit.	Bertha begins tunneling.	First roadway concrete is poured in the south cut-and-cover section of the tunnel.	Crews wrap up installation of settlement monitoring equipment under streets and on buildings along the tunnel route.	Milepost 31 welcomes its 20,000th visitor.	Crews begin barging tunnel spoils to Mats Mats quarry near Port Ludlow, Wash.	Bertha passes the 1,000-foot mark in tunneling.
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BY THE NUMBERS: CONSTRUCTION PROGRESS

1 MILLION TONS
of soil excavated from the tunnel portal areas



10,000 FOLLOWERS
@BerthaDigsSR99 on Twitter



3,300 INSTRUMENTS
used to monitor settlement along the tunnel route



148 CONCRETE TUNNEL RINGS
have been installed beneath Seattle



5,000 PEOPLE
attended Bertha's dedication event



2.4 MILLION POUNDS OF REBAR
used to build the South Atlantic Street overpass



WHAT'S NEXT IN 2014

South Atlantic Street Overpass

When it opens in late January, the overpass will allow traffic to bypass a busy railroad track that crosses South Atlantic Street. This is great news for anyone who uses East Marginal Way South to travel through SODO, and especially beneficial for truckers who make frequent trips to the nearby Port terminals.

Highway within the tunnel

Crews will start building the highway within the tunnel. The final configuration will include a two-level roadway with two lanes and an eight-foot safety shoulder in each direction.

North access to downtown

Crews will begin building the connection between the tunnel's north portal and Aurora Avenue North, including new on- and off-ramps at Republican Street and an extension of Sixth Avenue North between Harrison and Mercer streets.

South access to downtown

Crews will continue building the connection between the tunnel and the new section of SR 99 we completed

at the south end of downtown in 2012. Construction includes new on- and off-ramps connecting the tunnel's south portal to city streets.

Bertha's arrival at the receiving pit

Crews are building a pit near Sixth Avenue North and Harrison Street, where Bertha will emerge from the soils beneath Seattle at the end of her trip.



We look forward to a busy year of tunneling and to Bertha completing her two-mile journey beneath Seattle.