

Budget and Expenditures (\$ in millions)

| State Project | Legislative Budget* 2015-2017 | Expenditures Through June 2015 | Remaining Expenditures |
|---|-------------------------------|--------------------------------|------------------------|
| SR 99 Tunnel Project (Includes Design-Build, South Access, North Access and North Surface Streets) | \$2,053.2 | \$1,497.9 | \$555.3 |
| SR 99 South Holgate Street to South King Street Project (Includes Stages 1, 2 and 3) | \$351.0 | \$347.4 | \$3.6 |
| Central Waterfront Viaduct Removal and New Alaskan Way | \$291.7 | \$13.2 | \$278.4 |
| Central Waterfront Construction Mitigation (parking mitigation) | \$29.7** | \$12.9 | \$16.7 |
| Other Moving Forward Projects (column safety repairs, electrical line relocation, Battery Street Tunnel repairs, south end construction mitigation) | \$173.2 | \$171.0 | \$2.2 |
| Program Management | \$75.0 | \$54.8 | \$20.2 |
| Prior Expenditures (environmental impact statement, right of way, design) | \$163.7 | \$163.7 | \$0.0 |
| Total | \$3,137.4 | \$2,261.0 | \$876.4 |

* 2015 Legislative Budget including additional contributions from tolling, the Port of Seattle and city utility reimbursement.

**\$0.3 million was transferred to Design-Build contract for Construction Mitigation scope performed in 2012. Total commitment remains at \$30 million.

Funding (\$ in millions)

| Source | Legislative Budget* 2015-2017 | Expenditures Through June 2015 | Remaining Expenditures |
|------------------------------------|-------------------------------|--------------------------------|------------------------|
| 2005 Gas Tax (Partnership Funding) | \$1,523.0 | \$1,156.5 | \$366.5 |
| 2003 Gas Tax (Nickel Funding) | \$326.3 | \$248.5 | \$77.8 |
| Other State | \$4.8 | \$0.0 | \$4.8 |
| Federal | \$787.2 | \$716.2 | \$71.0 |
| Local | \$28.4 | \$19.8 | \$8.6 |
| Toll | \$200.0 | \$0.0 | \$200.0 |
| Port of Seattle** | \$267.7 | \$120.0 | \$147.7 |
| Total | \$3,137.4 | \$2,261.0 | \$876.4 |

* Includes 2015 Legislative Budget funding with additional contributions from tolling, the Port of Seattle and city utility reimbursement.

** In April 2010 Governor Gregoire signed an agreement with the Port of Seattle for this funding and \$267.7 million is the current commitment.

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For More Information:

Visit: www.AlaskanWayViaduct.org

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**Washington State
Department of Transportation**

Alaskan Way Viaduct REPLACEMENT PROGRAM



September 2015

Annual Mega-Project Report

Overview

Progress continued this past year along Seattle's waterfront on the replacement of the SR 99 Alaskan Way Viaduct with a bored tunnel. Seattle Tunnel Partners dug a 120-foot deep, 80-foot-wide access pit and constructed a modular lift tower to hoist the tunneling machine's damaged cutterhead and drive unit. Crews successfully drove the tunneling machine into the pit, disassembled it, and lifted the cutterhead and drive unit to the surface for repairs. By the end of June 2015, those repairs were ongoing but the first steps of reassembly had occurred.

South of the pit, crews built roadway walls and deck in the first 450 feet of the tunnel. The cut-and-cover tunnel lid at the north end was completed, and construction began on the operations buildings at both tunnel portals. Stretches of Republican and Harrison streets were paved, and utility work completed along Dexter Avenue and Republican Street.

Two reports on ground settlement, commissioned by WSDOT and STP respectively, differed in their conclusions about access pit dewatering's role in settlement.

Reporting

WSDOT's Alaskan Way Viaduct Replacement Program provides quarterly reports to agency headquarters staff. Current information is posted at www.AlaskanWayViaduct.org and made available to the public through community briefings, monthly email updates, social media and attendance at local festivals.

Editor's note: This Mega-Project Report highlights the state-funded projects that are part of the Alaskan Way Viaduct Replacement Program. It covers a period of June 2014 - June 2015.

This Year's Major Milestones:

- Built an access pit and a Modular Lift Tower to hoist the cutterhead out of the pit.
- Built roadway walls and deck in the first 450 feet of the tunnel.
- The tunneling machine completed mining into the access pit, the front end was disassembled and the cutterhead and cutter drive unit were lifted to the surface for repairs and reassembly, which are ongoing.
- Completed the cut-and-cover tunnel lid north of the tunneling machine receiving pit.
- Paved stretches of Harrison and Republican streets and completed utility work on Dexter Avenue and Republican Street.
- Began constructing the operations buildings at the north and south portals.



The modular lift tower lifts the 2,000-ton front end of the tunneling machine on March 30, 2015.



Completed Projects

Column Safety Repairs between Columbia Street and Yesler Way

Completed April 2008

Electrical Line Relocation Phase I

Completed December 2009

SR 99 South Holgate Street to South King Street Project – Stage 1 (utility relocation)

Completed May 2010

Alaskan Way Widening Project

Completed spring 2012

SR 99 South Holgate Street to South King Street Project – Stage 2 (SR 99 road and bridge construction)

Completed October 2012

South Spokane Street Viaduct Widening Project (City of Seattle)

Completed fall 2012

(WSDOT provided funding for the South Spokane Street Viaduct Fourth Avenue South Off-ramp, which was completed August 2010 by the Seattle Department of Transportation)

SR 99 South Holgate Street to South King Street Project – Stage 3 (South Atlantic Street overpass)

Open to traffic January 2014

Completed June 2014

- Built new overpass at South Atlantic Street and future connections between Alaskan Way South and East Marginal Way South.

South Access Drilled Shafts

Completed December 2015

- Built foundation for South Access bridge

Initial Transit Enhancements and Capital Improvements

- I-5 Travel Time Signs – Completed December 2009
- Expanded Bus Monitoring System – Completed June 2010
- SR 519 Phase 2 – Completed June 2010
- I-5 Active Traffic Management – Completed August 2010
- Arterial Streets Intelligent Transportation Systems – Completed August 2010
- SR 99 Intelligent Transportation Systems – Completed spring 2011
- Automated Viaduct Closure Gate System – Completed June 2011



The tunneling machine, having broken through into the access pit, awaits disassembly and hoisting to the surface for repairs.

Enhanced transit service and transportation demand management

Completed June 2014

The state has continued to provide funding outside of the AWW Program to King County Metro for added bus service for the 2015-2017 biennium.

Projects Under Construction

SR 99 Tunnel - Design-Build Project

Construction: 2011 – 2018*

Progress this year:

- The tunneling machine's cutterhead and drive unit were lifted to the surface via an access pit for repair and reassembly.
- Significant construction was completed at each of the tunnel portals.
- Construction began on the north and south portal operations buildings.
- Began construction of interior structure and roadway.

North Access Project

Construction: 2014 – 2016

- Crews made substantial progress constructing the bridge that will carry future SR 99 on- and off-ramp traffic.
- The SR 99 overpass over Broad Street was demolished and fill material added to bring the crossing up to the level of the rest of the highway.
- Completed significant utility construction.

**All current and future project durations are for illustrative purposes only and are dependent on the tunnel contractor resuming mining and reaching completion. The state cannot verify the contractor's schedule. The SR 99 Tunnel project duration is a STP forecast; all other projects are illustrative WSDOT forecasts.*

Projects in Planning and Design

South Access Project

Contract advertisement: September 2016*

Construction (estimated): 2016-2018* (mainline SR 99)

- Connects SR 99 to the tunnel's south portal.
- Builds SR 99 on- and off-ramps and removes SR 99 construction bypass.
- The design for this project is approximately 90% complete.

North Surface Street Connections Project

Contract advertisement: September 2018*

Construction (estimated): 2016 – 2020*

- Rebuilds sections of John, Thomas and Harrison streets.
- Improves Aurora Avenue North between Denny Way and Harrison Street.

Other Program Improvements

Alaskan Way Viaduct Removal

Construction (estimated): 2018*

- The Alaskan Way Viaduct will be demolished after the SR 99 tunnel opens to traffic.

Battery Street Tunnel Decommissioning

Construction (estimated): 2018*

- Once the SR 99 tunnel is open, the Battery Street Tunnel will be decommissioned.

Alaskan Way Surface Street

Construction (estimated): 2018-2021*

- Once the viaduct is removed, crews will build a new Alaskan Way street in its place. The street will connect to Elliott and Western avenues in the north and to SR 99 and city streets near the stadiums.

Replacing the Alaskan Way Viaduct



Over 450 linear feet of completed southbound roadway deck inside the SR 99 tunnel.