
From: Grotefendt, Amy (Consultant)
Sent: Wednesday, February 11, 2009 3:30 PM
To: Lockard, Laura; Brown, Lloyd
Subject: RE: please review for accuracy... thank you!!!

Laura,

The first contract for viaduct construction was issued on Dec. 28, 1949. The viaduct was opened to local traffic in 1953. In 1954 the Battery Street Tunnel opened, which connected the viaduct to SR 99/Aurora Avenue N and provided a route through the city.

Hope this helps!
Amy

From: Lockard, Laura (GOV) [mailto:Laura.Lockard@GOV.WA.GOV]
Sent: Wed 2/11/2009 3:13 PM
To: Grotefendt, Amy (Consultant)
Subject: FW: please review for accuracy... thank you!!!

Can you take a quick look at this email to NYT and tell me what date you guys are using for when viaduct construction began? Thank you Amy!!! Laura

From: Ziegler, Jennifer (GOV)
Sent: Wednesday, February 11, 2009 3:11 PM
To: Lockard, Laura (GOV); Brown, Lloyd
Subject: RE: please review for accuracy... thank you!!!

This looks good to me.

From: Lockard, Laura (GOV)
Sent: Wednesday, February 11, 2009 3:06 PM
To: Ziegler, Jennifer (GOV); Brown, Lloyd
Subject: please review for accuracy... thank you!!!
Importance: High

Hi Michael - Thank you for your inquiry. I have more information that I hope you will find helpful. Construction began on the viaduct in **1955** and it was completed in 1958. Here is a bit of history you might find interesting.
http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=1691

The viaduct was built with a 50-75 year lifespan expectation and intended to carry 60,000 vehicles per day. It currently carries 110,000 per day.

Upon approval from the Legislature, the viaduct would be subject an EIS process and a record of decision from federal highways.

We expect the environmental review to wrap up in 2011 with the bored tunnel construction beginning that same year. The plan includes initiation for procurement of the tunnel boring equipment in late 2009.

As I mentioned earlier, the utility relocation has begun on the south end of the viaduct. And, in thinking about what you asked, the city of Seattle is looking at some funding to come from the federal stimulus package for a portion

7/2/2009

of their component. The bored tunnel component that the state is proposing and financially responsible for is not dependent on federal stimulus funding.

I hope to have an electronic version of the document that explains in more detail the proposal for the viaduct for you later this afternoon.

Please let me know if you have any questions and if you feel a conversation with the governor or WSDOT secretary Paula Hammond would be helpful.

Thank you, Michael. Come out and see us!

Laura Lockard

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