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A view from above: the Beacon Hill station site.



CONNECTING COMMUNITIES IN THE FUTURE

It's hard to believe, but it's already been nearly 10 years since voters in King, Pierce and Snohomish counties approved Sound Transit's plan to build a regional mass transit system.

Today, nearly all of those projects are complete, under construction or about ready to come off the drawing board. Sounder commuter trains, ST Express buses and Tacoma Link light rail trains carry about 10 million passengers every year. The agency's program of building transit centers, HOV access lanes and park-and-ride lots is changing the Puget Sound landscape. And construction is well underway on the first segment of light rail between downtown Seattle and Sea-Tac airport.

A lot has been accomplished the past 10 years, but a lot more needs to be done. Another 1.2 million people are expected to be living here in the next 25 years and our region's mass transit system must expand to keep up.

To keep that expansion on track, Sound Transit is reaching out to communities and targeting projects for the next round of regional transit investments, which we're calling ST2. The agency this fall is meeting

with transportation leaders, local elected officials, service clubs, and other interested parties to hear about their priorities for transit expansion.

What mass transit improvements would you like to see in the future? More light rail or buses? Perhaps additional park-and-ride spaces or transit centers to make it easier to ride your bus or train?

In the coming months we hope you'll let us know.



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LINK UNDER CONSTRUCTION

It took a ship and then 30 trucks to move it, but the giant tunnel boring machine (TBM) is under assembly now at the Beacon Hill tunnel entrance. Tunneling is expected to start in early 2006.

The tunnel boring machine's journey to Seattle began in Kobe, Japan, where it was manufactured specifically for the Beacon Hill tunnel. In July, pieces of the TBM arrived in Seattle by ship. The pieces were trucked to the tunnel's west opening (or portal), located near I-5, east of Airport Way and just north of Tully's Coffee headquarters and the old Rainier Brewery.

The TBM in action

When it's up and running, the TBM will be guided by state-of-the-art laser technology. A rotating cutterhead cuts through dirt, cobbles and even small boulders while a conveyor system moves the excavated material (called spoils or muck) behind the machine and out the back of the tunnel.

? Want more TBM facts? See page 2
ASK THE ENGINEER



Immediately behind the TBM, a hydraulic arm will place pre-cast reinforced concrete liner segments on the tunnel walls while miners bolt and grout the liner segments into place. The liner will give structural support and prevent settlement; it will also provide a firm footing for the tunnel boring machine to push against and propel itself forward.

Obayashi will build a temporary rail system to bring in the pre-cast segments of tunnel liner and carry out the spoils. Excavated material from the tunnel will be stockpiled at the west portal and trucked away.

Beacon Hill Tunnel

The Beacon Hill tunnel is actually two parallel tunnels — each tunnel is just under one-mile long. Construction of the tunnel, its entrances and the Beacon Hill Station site can occur around-the-clock, seven days a week.

The TBM is expected to dig the southbound tunnel first. When it reaches the east portal, the TBM will be removed, taken apart, and brought back to the west portal to dig the northbound tunnel. To reduce disturbances at the east portal, spoils will be removed from the tunnel at the west portal only.

Tunnel Schedule

Tunneling should start in early 2006. The entire Beacon Hill project should be completed in the summer of 2008. Passenger trains will run from Downtown Seattle, through Beacon Hill and to Sea-Tac Airport starting in 2009.

WHAT'S COOL

Want a sneak peak of what light rail will look like in your neighborhood? Visit our Web site to view animations of the future.

Go to: www.soundtransit.org/projects/svc/link and click on: [Link Animations](#)



WHAT'S HAPPENING

Attending a Sound Transit meeting in your neighborhood is a great way to learn more about the exciting transportation system that is under construction now. For a schedule of upcoming events and locations, please visit our Web site at:

www.soundtransit.org/newsroom/events

The huge Beacon Hill Tunnel Boring machine is ready to get to work.



Sound Transit Board:
Chair: John W. Ladenburg, Pierce County Executive
Vice Chair: Greg Nickels, Seattle Mayor
Vice Chair: Mark Olson, Everett Councilmember
Julie Anderson, Tacoma Councilmember
Fred Butler, Issaquah Council President
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David Enslow, Sumner Deputy Mayor
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Aaron Reardon, Snohomish County Executive
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СЛУШАЈТЕ: За више информација позивите се на 206-398-5000 у свако време.
Pravi se laka željeznica za vaše potrebe. Da biste se bolje informisali na Bosanskom-Sepki Hrvatskom jeziku, nazovite 206-398-5000 tokom normalnog radnog vremena.

我們正在為您建設新線。若欲獲取中文編寫的資訊，請在正常的營業時間撥電 206-398-5000。
မြန်မာ့အသံအဖွဲ့သည် အသံထုတ်ပေးနေသော နံပါတ် ၂၀၆-၃၉၈-၅၀၀၀ ကို ချိတ်ဆက်၍ အသံထုတ် ရယူနိုင်ပါသည်။ အသံထုတ်ပေးချိန်များကို အသံထုတ်ပေးသူ၏ နေရာမှ သိရှိနိုင်ပါသည်။

Для вас строится линия элекрика. Чтобы получить дополнительную информацию на русском языке, позвоните, пожалуйста, по телефону 206-398-5000 в обычные рабочие часы.
'Light rail'(Habsdin salphan sil' hojjetamaa jira. Afaan Oromoon odeffanno caalaa dhaf waani 206-398-5000 Sa'as dalaga yeroo bandaa keessa.

Ilinka baa la idiin dhisiyaa tareenka fudadi. Si aad macluusaad dheeraad ah ugu hesbaa if Soomaaliga, wax 206-398-5000 kaacadaha garaciga.
El riel ligero se está construyendo para usted. Para mayor información en español, llame al 206-398-5000 durante horas normales de oficina.

Ginangwa ang light rail para sa inyo. Para sa higit pang impormasyon na nasa Tagalog, tingnan ang 206-398-5000 habang sa mga normal na oras ng pangangalala.

Ваше місто отримує нову лінію легкого залізничного транспорту. Для отримання додаткової інформації на українській мові, будь ласка, викликайте номер 206-398-5000 протягом звичайного робочого часу.

Đường hỏa xa nhẹ đang xây cất cho quý vị. Muốn biết thêm chi tiết bằng tiếng Việt, hãy gọi số 206-398-5000 trong giờ làm việc bình thường.

COMMUNITY CORNER

BUSINESSES ARE OPEN!

Nearly 100 businesses are participating in the Shop, Dine & Ride program.



Shop, Dine & Ride Looking for valuable discounts at Downtown Seattle shops, theaters and restaurants? Check out the Shop, Dine & Ride Guide, which is available now at transit information racks, transit pass sales outlets and participating merchants.

The Shop, Dine & Ride Guide is designed to attract customers and promote transit use during closure of the Downtown Seattle Transit Tunnel, which closed for up to two years on Sept. 24, 2005.

Participating in the Shop, Dine & Ride Guide is easy. To receive two-for-one offers, reduced admission fees and other advantages, transit passengers simply present coupons from the Guide along with a valid transit or ferry pass, ticket, transfer or regional reduced fare permit.

Information is available at www.shopdineride.org, which will feature program updates and new coupons. New editions will be published twice yearly through 2007.



For more information visit www.shopdineride.org

ASK THE ENGINEER

- Q. How big is the tunnel boring machine?
 A. Approximately 21 feet in diameter and 30 feet long. An array of support equipment running behind it, including supply tanks, electrical support, exhaust fans, and a conveyor, will stretch up to 300 feet.
- Q. How much does it weigh?
 A. About 360 tons, or the equivalent of about 120 pickup trucks.
- Q. How far will the TBM dig a day?
 A. An average of 40-50 feet per day.
- Q. What size boulders can the TBM cut through?
 A. Cobbles and boulders up to about 12 inches can pass through the machine.
- Q. Where will dirt from the tunnel go?
 A. The tunnel spoils will be property of the project's contractor, Obayashi Corporation. Obayashi is still considering sites for the tunnel spoils.
- Q. What kind of impact will be felt at the surface when the TBM is digging below?
 A. It's possible, but unlikely that some may "feel" or "hear" the machine if it is very close.

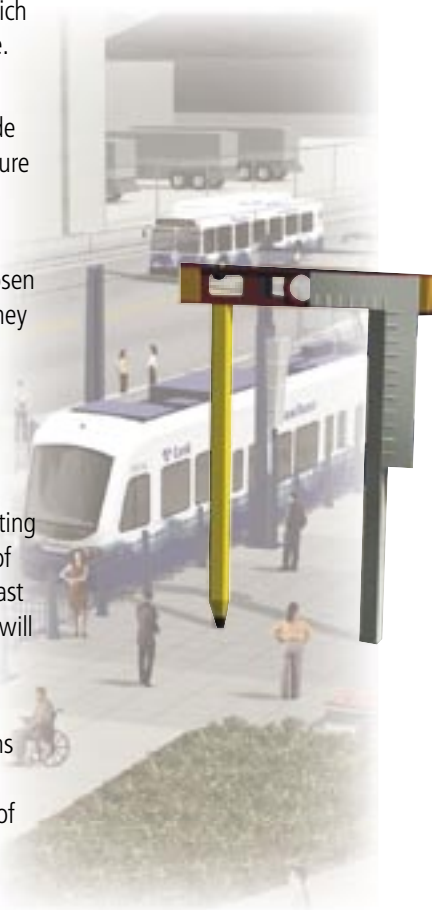
GETTING INVOLVED Start in SODO

The next time you're in the SODO area check out the first of many art pieces that will enrich stations up and down the Link light rail line.

In late August, a huge steel archway that incorporates artistic oversized industrial trade tools, was placed at the entrance to the future SODO Station, located just south of Royal Brougham Way.

All artwork for the light rail project was chosen by the neighborhoods and reflects where they are located. So, in the industrialized SODO district, artist Michael Davis designed the 24-foot-high by 14-foot-wide archway to celebrate the craft and action of labor. The artwork will serve as a landmark for the station and the community. He is also creating three unique benches, built from a variety of industrial materials, for the station plaza. Cast metal tools attached to the bench surfaces will appear as if left by a worker on break.

Besides improving the appearance and safety of transit facilities and helping patrons feel welcome, Sound Transit's art projects incorporate the look, feel and individuality of the neighborhoods.



Project: Beacon Hill Tunnel
Dick Sage, Deputy Construction Manager

LOOKING AHEAD

COMING TO YOUR NEIGHBORHOOD

Light rail is on its way to Downtown Seattle

To prepare the Downtown Seattle Transit Tunnel (DSTT) for both buses and light rail trains, the tunnel was closed for up to two years starting Sept. 24, 2005.

The work that is under way now in the tunnel includes improving the mechanical, electrical, fire and safety systems, installing state-of-the-art communications, upgrading the closed circuit television system, installing a new integrated signaling system for joint operations of buses and trains, and lowering the trackbed/roadway at stations to allow level boarding onto new low-floor trains and buses. Nearly all of the construction, including construction staging, is occurring in the tunnel and out of sight.

During the closure, buses that were running in the tunnel have shifted to surface streets. To ease the impact of those additional buses on downtown streets during the retrofit, Sound Transit, King County Metro Transit, the City of Seattle and Community Transit provided over \$16 million in street improvements and other mitigation projects.

In addition, Sound Transit, King County Metro Transit, the City of Seattle and Community Transit launched www.seattletunnel.org to make it easy for anyone to learn about the tunnel closure, bus route changes, options for commuting during the tunnel retrofit, projects to keep Downtown Seattle moving and to sign up for project updates.

One notable way to ease the impacts is to keep transit riders in downtown past the evening rush by offering a Shop, Dine & Ride Guide. This valuable package of coupons and offers allows transit riders to enjoy Downtown Seattle restaurants, shops and attractions (see Community Corner page 2).

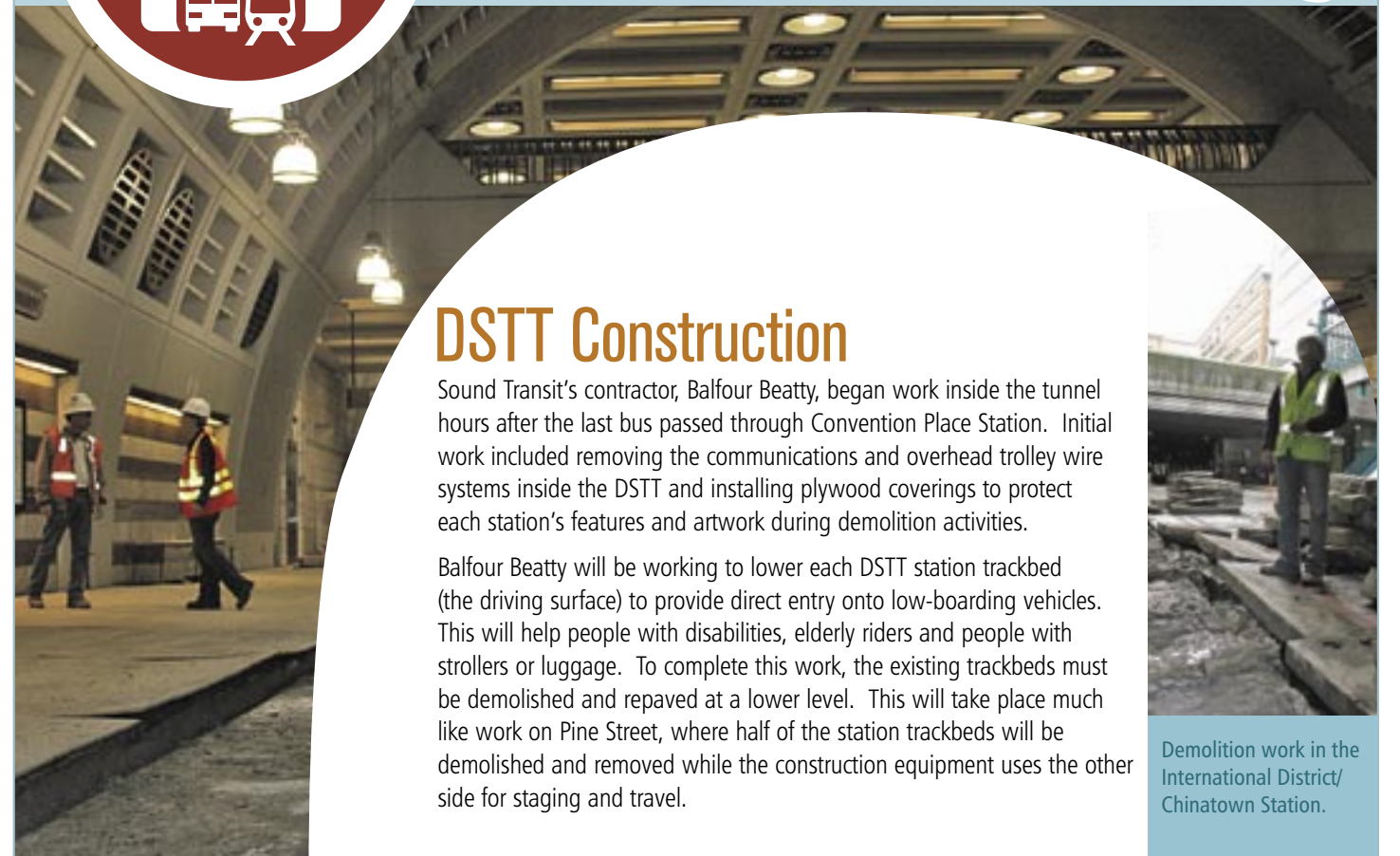
The tunnel will reopen for buses by June 2007. It will also be used by Link light rail starting in 2009, when it begins carrying passengers from Westlake Center to Sea-Tac Airport, in time for the 2010 Olympics in Vancouver, B.C.

DOWNTOWN SEATTLE TRANSIT TUNNEL CLOSURE

SEPTEMBER 24, 2005



FOR MORE INFORMATION VISIT www.seattletunnel.org



DSTT Construction

Sound Transit's contractor, Balfour Beatty, began work inside the tunnel hours after the last bus passed through Convention Place Station. Initial work included removing the communications and overhead trolley wire systems inside the DSTT and installing plywood coverings to protect each station's features and artwork during demolition activities.

Balfour Beatty will be working to lower each DSTT station trackbed (the driving surface) to provide direct entry onto low-boarding vehicles. This will help people with disabilities, elderly riders and people with strollers or luggage. To complete this work, the existing trackbeds must be demolished and repaved at a lower level. This will take place much like work on Pine Street, where half of the station trackbeds will be demolished and removed while the construction equipment uses the other side for staging and travel.

Demolition work in the International District/Chinatown Station.