



The proposed bored tunnel would help create a more open and pedestrian-friendly waterfront.

A Comparison of the Big Dig and the Alaskan Way Viaduct and Seawall Replacement Program

While replacing the Alaskan Way Viaduct will be a major project, it is important to note that the Big Dig project was substantially larger and more complex. Boston’s project was eight miles long with multiple tunnels and bridges, including a signature cable-stayed bridge over the Charles River. The Big Dig also included a disruptive cut-and-cover tunnel through downtown and two sets of immersed tubes under the Boston Harbor to the airport. The project was built while traffic was maintained through the construction zone and businesses stayed open with heavy equipment operating

outside their doorsteps. This approach required extensive traffic management and mitigation.

For the viaduct’s central waterfront section, there is an ongoing environmental process that is reviewing three alternatives - a bored tunnel, cut-and-cover tunnel and an elevated structure. If the bored tunnel alternative moves forward, the proposed SR 99 bored tunnel would be less than half the length of what was constructed in Boston. By boring under First Avenue, we would also minimize traffic disruptions and impacts to the waterfront and downtown.

Key differences:

	South end viaduct replacement and bored tunnel alternative	Boston’s “Big Dig” Project
Length of tunnels*	2 miles	5 miles
Tunnel lane miles	8 miles	80 miles
Total project length	3 miles	8 miles
Total lane miles	14 miles	> 160 miles

*Big Dig tunnels included cut-and-cover, immersed tubes, jacked tunnel and other tunneling methods.

Why did the Big Dig have cost and schedule overruns?

The major reasons for cost overruns on the Big Dig were inflation, schedule delays and added scope. The original cost estimate for the Big Dig was in current year dollars and did not account for project changes, mitigation, environmental requirements, inflation and appropriate allowances for risk and escalation.

The Big Dig experienced management changes throughout the life of the project; this led to a lack of consistent leadership. As a result, the project was delivered over budget and years behind schedule.

Other central waterfront fact sheets include:

- All tunnels are not the same: SR 99 deep bored tunnel vs. the waterfront tunnel
- Learning and listening: How the bored tunnel recommendation was developed
- Learning from local and international tunnel projects
- Public safety a top priority in bored tunnel



For More Information:

Visit the Web site at:

www.alaskanwayviaduct.org

Call the hotline:

1-888-AWV-LINE

Send an e-mail to:

viaduct@wsdot.wa.gov

Send a letter to:

Alaskan Way Viaduct and Seawall
Replacement Program
c/o Washington State
Department of Transportation
999 Third Avenue, Suite 2424
Seattle, WA 98104

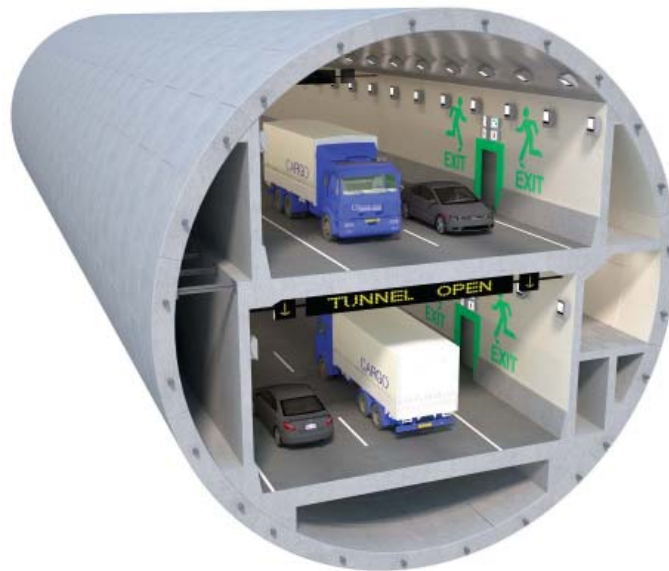
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How will lessons from the Big Dig be addressed in Seattle?

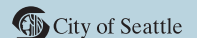
WSDOT uses the rigorous CEVP® process for all state projects exceeding \$100 million to ensure costs are complete, reasonable, defensible and appropriately represent risk and uncertainties. Since adopting the CEVP process, WSDOT has had an excellent record of delivering projects on time and at or below budget, and the process is being adopted as a standard by other state and federal agencies. For instance, of the 185 Nickel and Transportation Partnership projects completed to date, WSDOT has completed 90 percent early or on-time and 88 percent under or on-budget.

Additionally, to implement the bored tunnel recommendation, the three executives signed a letter of agreement that assigns projects to each jurisdiction. Each jurisdiction has a specific leadership role and will be responsible for their own projects' management, environmental work, design and construction.

Governor Gregoire is the project authority and WSDOT is a strong owner with proven management and technical ability. WSDOT will remain a strong owner during the life of the project, assisted by eminent private-sector engineers and contractors, accountable to the public, Governor and legislature.



The proposed SR 99 bored tunnel would have two lanes in each direction with a wide shoulder on each level.



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