The Washington State Department of Transportation’s contractor, Seattle Tunnel Partners, is responsible for designing and building the SR 99 tunnel. WSDOT’s contract with STP includes a number of elements. In addition to boring the tunnel and building the highway within it, STP is responsible for building highway ramps and other connections at the north and south ends of the tunnel. They are also constructing buildings at each tunnel portal to house controls for lighting, ventilation and other systems needed to operate the tunnel.

STP submits an updated schedule to WSDOT each month. These monthly schedules show projected durations for “critical-path” activities, which are activities that must be completed on time for the project to be finished on the projected completion date. An activity on the critical path cannot be started until certain prior activities are complete.

The detailed critical-path schedule can be found on the following pages. The noteworthy dates listed below are not on the critical path and are therefore not shown on the critical-path schedule. Like all large construction projects, the schedule for this project changes frequently. Because STP is responsible for the schedule under the terms of the project’s design-build contract, WSDOT cannot verify any of the dates shown in this schedule.

**Noteworthy dates not shown on the critical-path schedule:**

- **March 2016:** Tunnel under viaduct
- **January 2017:** Complete tunneling
TBM Repair 1100 8-11. Welding the Repair Structure of the Cutter Drive Unit
TBM Repair 1110 8-12. Welding the Repair Structure of the Middle Body
TBM Repair 1110 8-15. Fixing of the Front Body and the Bearing Block Middle
TBM Repair 1170 Inspection #2 After Reinforcement Welded
TBM Repair 1130 8-14. Fixing of the Front Body and the Bearing Block Front
TBM Repair 1150 8-16. Fixing of the Front Body Chamber and the Seal Ring
TBM Repair 1175 8-20. Removing the New Seal Ring Support Beam
TBM Repair 1170 Inspection #3 After BB Block Fixed
TBM Repair 1520 11-1. Front Body Measurements
TBM Repair 1530 11-2. Seats Gaps Measurements
TBM Repair 1540 11-3.Cutter Head Measurements
TBM Repair 1550 13-1. Crawler Agitator Performance Test
TBM Repair 1560 12-2.Over Cut Equipment Performance Test
TBM Repair 1570 12-3. Foam and Polymer Injection Performance Test
TBM Repair 1580 12-4. High Pressure Water Injection Equipment Performance Test
TBM Repair 1590 12-5. Bentonite Injection and Riff Equipment Performance Test
TBM Repair 1620 12-6. Cutter Equipment Performance Test
BT TBM Shaft 08H1 13-1. Crawler Backfill: Gavel and CDF
BT TBM Shaft 08H2 13-2. Backfill #4 above TBM crown
BT TBM Shaft 08H3 13-3. Backfill up to EL+15
BT TBM Shaft 09H 0 20-Dec-15 23-Dec-15
TBM Repair 1630 14-1. Crawler Agitator Performance Test
TBM Repair 1640 14-2. Cutter Equipment Performance Test
TBM Repair 1650 14-3. Impulsion Equipment Performance Test
TBM Repair 1660 14-4. Foam Injection Performance Test
TBM Repair 1670 14-5. Cooling Water System Performance Test
TBM Repair 1680 14-6. Structure performance Test
TBM Repair 1690 14-7. Lubrication performance Test
TB 109 Tunnel Boring Station 205+15 - 205+33
TB 110 Tunnel Boring Station 205+53 - 210+10 (Safe Haven 3)
TC Reach 1 - 100 CORBELS - Form, Rebar, Imbed MEP, Pour - Reach 1 (Station 200+20 - 205+71)
TC Reach 1 - 110 NORTH BOUND WALLS - Form, Rebar, Imbed MEP, Pour - Reach 1 (Station 200+
TC Reach 1 - 120 INTERMEDIATE DECK - Form, Rebar, Imbed MEP Pour - Reach 2 (Station 198+98+
TC Reach 1 - 100 CORBELS - Form, Rebar, Imbed MEP, Pour - Reach 1 (Station 205+57 - 212+21)
TC Reach 1 - 140 SOUTH BOUND ROADWAY & UTILIDOR DECK - Form, Rebar, Imbed MEP, Pour
TC Reach 2 - 110 NORTH BOUND WALLS - Form, Rebar, Imbed MEP, Pour - Reach 2 (Station 206+
TC Reach 2 - 120 INTERMEDIATE DECK - Form, Rebar, Imbed MEP Pour - Reach 2 (Station 206+171)
TC Reach 2 - 140 SOUTH BOUND ROADWAY & UTILIDOR DECK - Form, Rebar, Imbed MEP, Pour
TC Reach 3 - 140 SOUTH BOUND ROADWAY & UTILIDOR DECK - Form, Rebar, Imbed MEP, Pour
TC Reach 4 - 140 SOUTH BOUND ROADWAY & UTILIDOR DECK - Form, Rebar, Imbed MEP, Pour
TC Reach 5 - 140 SOUTH BOUND ROADWAY & UTILIDOR DECK - Form, Rebar, Imbed MEP, Pour
TC Reach 6 - 140 SOUTH BOUND ROADWAY & UTILIDOR DECK - Form, Rebar, Imbed MEP, Pour
TC Reach 7 - 140 SOUTH BOUND ROADWAY & UTILIDOR DECK - Form, Rebar, Imbed MEP, Pour
TC Reach 8 - 140 SOUTH BOUND ROADWAY & UTILIDOR DECK - Form, Rebar, Imbed MEP, Pour
TC Reach 9 - 140 SOUTH BOUND ROADWAY & UTILIDOR DECK - Form, Rebar, Imbed MEP, Pour
TC Reach 10 - 140 SOUTH BOUND ROADWAY & UTILIDOR DECK - Form, Rebar, Imbed MEP, Pour
TC Reach 11 - 140 SOUTH BOUND ROADWAY & UTILIDOR DECK - Form, Rebar, Imbed MEP, Pour

Primary Baseline
Remaining Work
Critical Remaining Work

October Update Draft
Appendix B2.1 - Longest Path

13-Nov-15 10:09

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<th>Activity ID</th>
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<th>Finish</th>
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<td>Tunnel Open - Start SR 99 Tia In</td>
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