

INTRODUCTION

1.1. Overview

This Project Information is being issued by the Washington State Department of Transportation (“WSDOT”) in connection with the issuance of a Request for Qualifications (“RFQ”) for the SR 99 Bored Tunnel Project (the “Project”). The Project is part of the Alaskan Way Viaduct and Seawall Replacement Program (See Figure 1) and is to be procured through a design-build contracting method (“DB”). This information describes briefly the Project as currently planned and provides information for the use of entities (“Proposers”) considering submission of a Statement of Qualifications (“SOQ”) in response to the RFQ.



Figure 1. Alaskan Way Viaduct and Seawall Replacement Program

With the issuance of the RFQ, WSDOT will commence the process for awarding a contract for the design and construction of the Project. The Project consists of three primary components:

- Excavation and lining of an approximate 54 foot diameter tunnel under downtown Seattle, Washington;
- Construction of four-lane stacked roadway deck within the tunnel lining; and
- Installation of electrical, mechanical, ventilation, and fire life safety systems.

The Project does not include full build-out of portal facilities at each end with accompanying ramps and mainline surface connections. This work will be procured through separate design-bid-build contracts.

The bored tunnel will carry State Route 99 (SR 99) from a south portal near Qwest Field, under First Avenue, then diagonally under the area north of downtown to a north portal near Seattle Center. Construction of the SR 99 Bored Tunnel Project is expected to begin in 2011, and be open to drivers by the close of 2015.

1.2. Project Description

The Project will consist of the design and construction of nearly two miles of approximately 54 foot diameter bored tunnel, stacked roadway structure within the tunnel, and systems for ventilation and fire life safety. The tunnel is expected to be driven from the south where an approximate 5.5 acre site is available for staging. Design and construction of portal facilities will be done under separate contract but launching and recovery pits will be part of the Project. The roadway will include continuous shoulders and emergency walkways that extend portal to portal with egress entrances spaced at 500 feet. The southbound lanes will be on the upper level and northbound lanes on the lower level (**See Figure 2**).



Figure 2. Bored Tunnel Cross-Section

The tunnel will be bored through glacial soils at depths up to approximately 200 feet below the surface with water pressure up to around 4 bars. Stability of the tunnel face and impacts to overhead and adjacent buildings, utilities and other structures in the Project's dense urban environment are a major concern and will require careful selection of a tunnel boring machine by the Design Builder and special attention to the varying ground conditions during boring in order to minimize impacts.

1.3. Project Funding

The Washington State legislature has earmarked up to \$2.4 billion for the construction of the overall Alaskan Way Viaduct and Seawall Replacement Program. Part of these funds are dedicated to construction of the bored tunnel portion of the program.

1.4. Authority

WSDOT is an agency of the State of Washington whose mission is "to keep people and business moving by operating and improving the State's transportation systems vital to our taxpayers and communities."

1.5. DB Goals

The RFQ and RFP will be issued pursuant to ESSB 5768 passed April 24, 2009 by the Washington State 61st Legislature, which states in part "The state shall take the necessary steps to expedite the environmental review and design processes to replace the Alaskan Way Viaduct with a deep bore tunnel under First Ave..."

The primary objectives for pursuing the Project as a DB contract are to:

- Achieve the most efficient possible design and construction of the Project
- Share risks with a design builder that is experienced in mitigating such risks
- Agree to a long-term, guaranteed cost structure for the Project
- Facilitate a predictable and efficient implementation process

These objectives are being incorporated into the procurement process and the planned DB Contract. To the extent possible, the Design Builder will be given the flexibility to determine and implement the technical solutions needed to best meet these objectives. WSDOT will use a best value approach to selection that includes their approaches to project management, design and construction, and its perceived ability to deliver high quality on time and within budget.

1.5. Procurement Overview

The procurement process will consist of the following main phases:

1. RFQ and selection of Short-Listed Proposers
2. Issuance of a draft RFP
3. Issuance of final RFP
4. Selection of best value proposal
5. Clarification of Agreement and award
6. Financial close

The RFQ will include detailed instructions for submission of a SOQ and will be available via a link on the Project's website.

1.6. Use of this Information

The information contained herein is only intended to assist prospective Proposers in evaluating participation in the RFQ and for preparation of an SOQ. The information is only of an indicative and conceptual nature, and is subject to change. No representation or warranty is made that the information contained herein is correct or complete.