



The bored tunnel will help to 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. This meant the project was built while traffic was maintained through

the construction zone and businesses stayed open with heavy equipment operating outside their doorsteps. The approach required extensive traffic management and mitigation.

The new SR 99 bored tunnel will be less than a quarter of the length of what was constructed in Boston. It will run 30 to 200 feet underground into stable soils. By boring under First Avenue it will minimize traffic disruptions and impacts to the waterfront and downtown.

Key differences:

	SR 99 bored tunnel and south end viaduct replacement project	Big Dig projects
Total project length	2.8 miles	8 miles
Number of tunnels*	1	3
Length of tunnels*	2 miles	5 miles
Total lane miles	12.8 miles	> 160 miles

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

Why did the Big Dig have cost and schedule overruns?

The major reasons for cost overruns on the Big Dig were inflation and schedule delays. 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 was managed by different people and firms at different times in the project. This led to a lack of consistent leadership throughout the course of the project. As a result, the project was delivered over budget and years behind schedule.

Fact sheets are available on other projects, including:

- Column Safety Repairs
- Electrical Line Relocation
- South End: S. Holgate Street to S. King Street Viaduct Replacement Project
- Transit Enhancements and Other Improvements



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

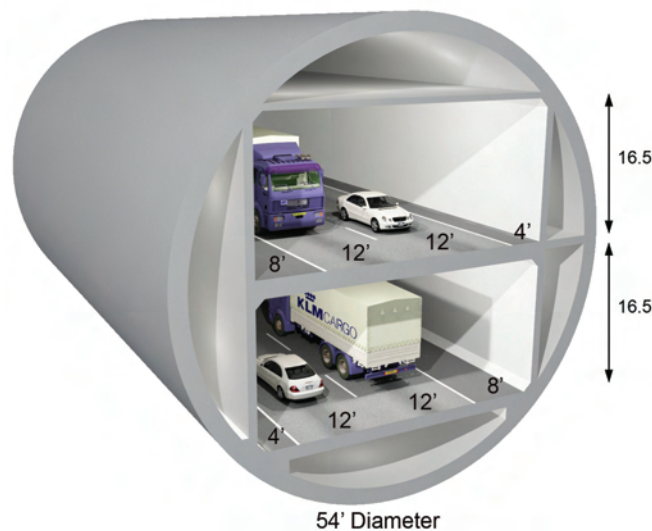
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How will lessons from the Big Dig be addressed in Seattle?

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 this 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, and any cost overruns.

WSDOT is a strong owner in policy, management and technical capability and Governor Gregoire is the project authority. WSDOT will maintain this strength over the life of the project, assisted by eminent private-sector engineers and contractors, accountable to the public, Governor and legislature.



The bored tunnel will be dug using a 54-foot tunnel boring machine. There will be two lanes in each direction with shoulders on each side.

Americans with Disabilities Act & Title VI information

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