



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:

	Alaskan Way Viaduct and Seawall Replacement Program	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

*Boston 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

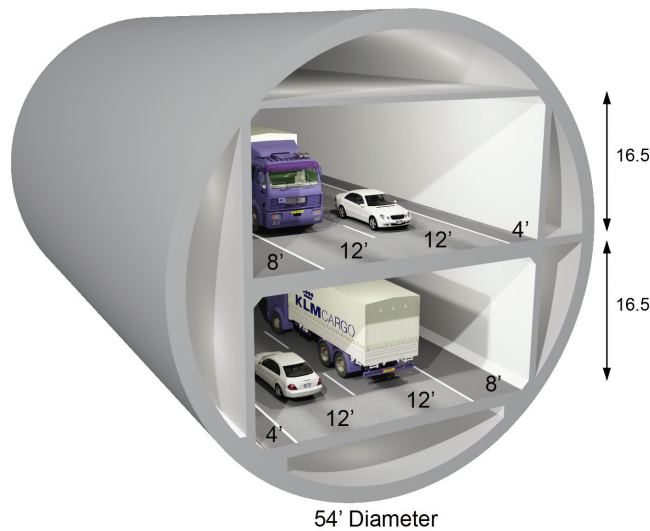
Printed 02/09

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

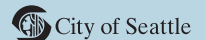
WSDOT uses the rigorous CEVP® process for all state projects exceeding \$100 million to ensure costs are complete, reasonable, defensible and appropriately represent risk and uncertainties. Since adopting the CEVP process, WSDOT has had an excellent record of delivering projects on time and at or below 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.

Governor Gregoire is the project authority and WSDOT is a strong owner with proven management and technical ability. 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

Americans with Disabilities Act (ADA) Information: Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by contacting Heather Santic at 206-267-3789 / SanticH@wsdot.wa.gov. Persons who are deaf or hard of hearing may make a request for alternative formats through the Washington Relay Service at 7-1-1.

Title VI: WSDOT ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding WSDOT's Title VI Program, you may contact the Department's Title VI Coordinator at 360-705-7098.