

Project Overview

As part of the Ship Canal Water Quality Project (SCWQP), Seattle Public Utilities (SPU) and King County are working together to build an underground storage tunnel to reduce the amount of Combined Sewer Overflows (CSOs) into the Lake Washington Ship Canal from Ballard, Fremont, Wallingford, and north Queen Anne neighborhoods of Seattle, Washington.

The week of June 25, 2018, SPU will be posting the 90% Tunnel Storage Contract Design Documents and Specs to [Ebid Exchange](#) for contractor review and comment. Tunneling Industry Contractors are encouraged to download the plans, review them, and provide comments or suggested revisions for this design-bid-build project.

KEY PROJECT FACTS

- **LOCATION:** Seattle, Washington, United States
- **OWNER:** Seattle Public Utilities (SPU) is the lead public agency in partnership with King County Water Treatment Division
- **DELIVERY METHOD:** Design-Bid-Build
- **ESTIMATED CONSTRUCTION COST:** \$175M-\$225M, funded by City and County rate payers
- **ADVERTISE BID:** Early 2Q2019
- **SCHEDULED NTP:** 3Q2019
- **SCHEDULED COMPLETION:** 3Q2022

FOR MORE

INFORMATION:

Cynthia Blazina, SPU Project Manager

Seattle Public Utilities

Cynthia.Blazina@seattle.gov

206-684-5080

<http://www.seattle.gov/util/ShipCanalProject>



MAJOR WORK ITEMS

- 2.7-mile long, maximum 18'-10" ID concrete segment lined Storage Tunnel, excavated by pressurized face tunnel boring machine at 30 to 90 feet below grade through over-consolidated glacial till and mixed face soils.
- 86-foot ID West Portal slurry wall shaft used to launch the TBM. A separate follow-on contract will construct Tunnel Effluent Pump Station within this shaft. An adjacent pier will be used to barge spoils.
- The 40-foot ID East Portal secant pile shaft used to retrieve the TBM. Build-out will include facilities and flushing mechanism.
- East Portal 0.5-acre site soil remediation.
- 3 additional intermediate shafts will be included: one 26-foot-diameter secant pile shaft, one 11-foot-diameter drilled shaft, and a 40-foot-diameter secant pile shaft. Majority of work will occur in the right-of-way (ROW) or SPU-owned Property with ground improvement anticipated.
- 600-foot long 8-foot diameter microtunnel underneath the Ship Canal.
- 3 conveyance projects to divert CSO flows to the tunnel and will include electrical and HVAC vaults, odor control, and CSO outfall diversion structures.
- Construction will occur in dense urban commercial and industrial areas primarily in the ROW.